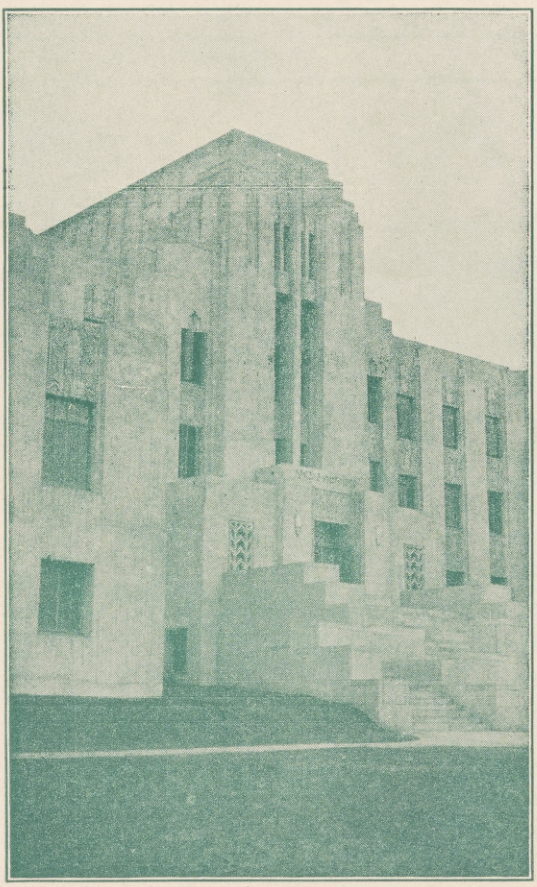
INSIDE TRACK



VETERANS' DIAGNOSTIC CENTER

SEE PAGES 1-2

BYLLESBY
MARKET STREET RAILWAY CO.
PIONEERS IN PUBLIC SERVICE

SEPTEMBER 1934

VOLUME 13 NUMBER 9

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 13 SEPTEMBER, 1934 No. 9

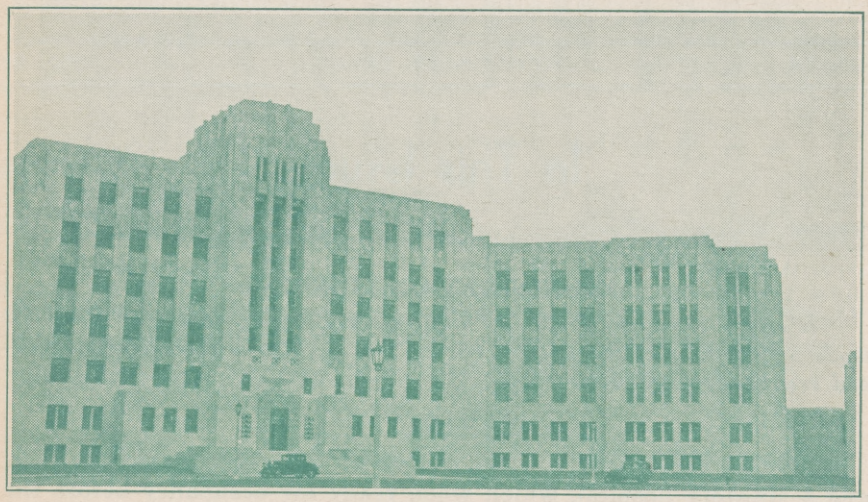
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Veterans' Diagnostic Center

ON THE COVER

East entrance, Administration building, presents an imposing massive concrete structure with winding stairway leading to the center of the building. All the affairs of the disabled veterans for this district will be handled in this building.



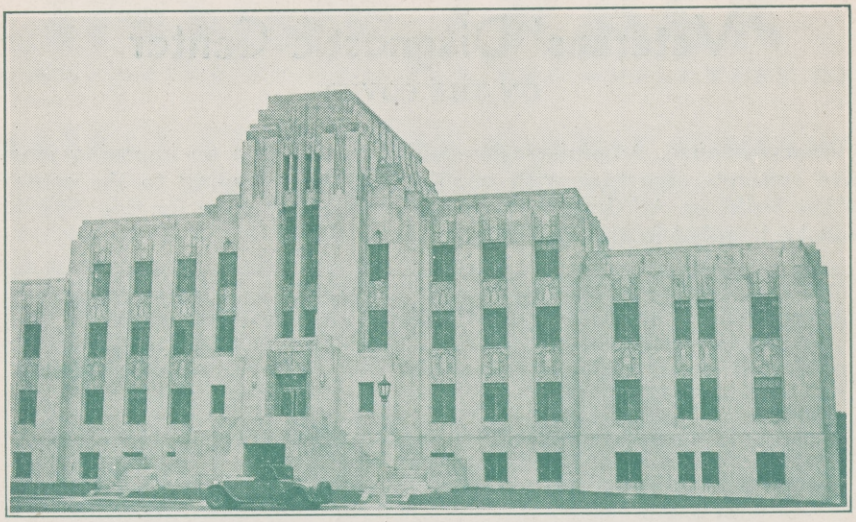
HOSPITAL-HOME

This central, main building facing the south, and mounted at the peak of the terrain of old Fort Miley, commands a magnificent view of the shoreline of the Pacific Ocean for miles to the South, also overlooks the Richmond District, Golden Gate Park, Sunset and Parkside Districts.

Veterans' New Home

The people of San Francisco have recently seen the completion of the Government's new Veterans' Home. Situated on a high point of Fort Miley above Lincoln Park, it overlooks the Pacific Ocean and the Golden Gate, and commands a good view of Land's End and the Lighthouse.

Twenty-one buildings form the Administration Facility, which is divided into three units—Diagnostic Center (the only diagnostic hospital west of Illinois, third of its type in the United States), Regional Office, Dr. G. Donnelly, Manager, S. H. Connor, Assistant Manager;



ADMINISTRATION BUILDING

Western elevation of the Administration Building is one of the most modern structures in the west. It is well built, artistic beyond description, and beautiful to look upon.

---

and a six-story hospital, which when ready for occupancy before the close of September will have accommodations for 334 patients who will be under the care of Dr. C. T. Smith, Chief Medical Officer.

The grounds, very large and spacious, are open to visitors and may be approached from the south driveway. There will be considerable work going on about the place for its beautification, such as landscape gardening, planting of trees, lawns and flowers, which will be a source of pleasure to both visitor and veteran alike.

Almost severe in its imposing structures of concrete, the architecture is patterned after the ancient temples of the Mayans in Mexico. The building cost $1,500 000 and will serve 350 office workers, doctors and nurses when in full operation. There will be administration offices, a recreation hall, including a theatre and equipment for talking pictures, officers' quarters, club house, laundry, garages, animal house for the animals used for serum purposes, nurses' quarters, kitchen, three dining rooms, etc.

Visitors to the Veterans' Home may conveniently go there by street car. It is reached by the Sutter No. 2 Line of the Market Street Railway which goes direct to 43rd Avenue, its intersection.

Pictures were taken by Inside Track Editor, E. G. Ryan, who spent a very enjoyable day looking over the grounds and buildings as a guest of Mr. Connor.

Appreciation

An Employe's Heartfelt Appreciation is Expressed for the Care and Attention Rendered Him by the Doctors and Nurses of St. Francis Hospital During His Illness—Also Praises Company's Hospital Service to Employes.

Dear Sir:

"Allow me through your interesting magazine to voice my most profound admiration for the wonderful service rendered me during my recent illness and re-convalescence at the Saint Francis Hospital. I know in my heart that everybody from Dr. O'Connor and Dr. Greenwood and head nurse, Miss Calhoun, down to the nurses and orderlies had my welfare at heart and were doing all in their power to pull me through a rather, for them and myself, trying and stubborn sickness. Dr. O'Connor and Dr. Greenwood's skill and patience, and grand lady, Miss Calhoun's personal interest and various small favors made my comparatively long stay at the Saint Francis Hospital seem more like a vacation than a confinement.

"And last, but not least, I want to offer my heartfelt thanks to the instigators of that wonderful Hospital service that is, indeed, a friend in need and without which many a Market Street Railway man would find himself severely handicapped when sickness overtakes him.

"With the best wishes for everybody concerned."

Yours very truly,

Louis Nelson,
Conductor, Oak and Broderick Division.

Commendations

AUGUST, 1934

Division	Jan. 1st to July 31, 1934	August	Total To Date
Oak and Broderick	18	7	25
McAllister	22	6	28
Twenty-eighth	30	3	33
Sutro	17	2	19
Geneva	22	2	24
Twenty-fourth	19	2	21
Third	1	0	1
Turk and Fillmore	8	0	8
Washington and Mason	6	0	6
Totals	143	22	165

COMMENDATIONS ARE CLIMBING

August received 22 commendations from all divisions, an increase of 7 over July, bringing the total to date since January 1st, to 165. While 28th and Castro have the lead at present, there is plenty of time for any one of the six top divisions to win the contests before the end of 1934.

Life Insurance Data

From July 1, 1934 to August 1, 1934

Name of Insured Employe	Employe Contributory Insurance	Company Free Insurance	Name of Beneficiary and Relation
Peter Kelly		$1,500	Mrs. Catherine Hult, niece
Patrick Kiely	$2,000	$1,500	Kathleen Rasmussen, daughter John A. Kiely, son

Insurance in Effect on August 1, 1934

	Number of Employees	Amount of Insurance
Free Insurance	2,624	$3,688,000
Contributory Insurance	2,105	$3,354,000

Company Lauded by American Legion—Conductor R. M. Jennings of Geneva Division Praised for Good Work During Convention



Dear Mr. Hamerstrom:

On behalf of the Transportation Committee of the American Legion 1934 Convention and myself, its Chairman, I desire to express our appreciation of the untiring efforts of Mr. R. M. Jennings, a conductor of your company.

Mr. Jennings was not only able to intelligently handle all kinds of inquiries directed at him, but was courteous and helpful to the guests of our Convention. He was on the job early and late and it would have been impossible for anyone to have made himself more useful to us and more helpful in the conduct of our work than Mr. Jennings.

We are very grateful to you for having assigned him to help us out on this occasion and it will be my pleasure to make in my final report to the General Committee particular mention of the Market Street Railway's hearty cooperation on this occasion.

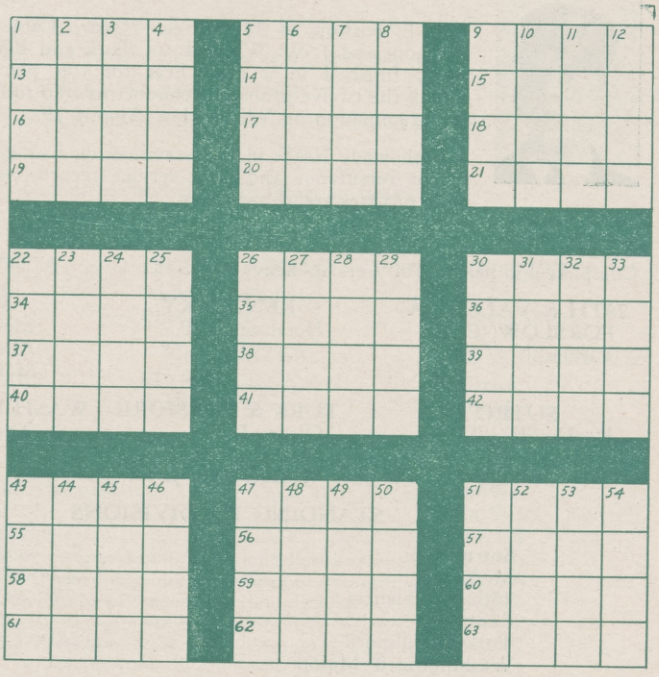
Yours very truly,

F. E. Watson,

Chairman, Transportation Committee,
1934 American Legion Convention Committee
Veterans' Building, War Memorial.

Cross-Word Puzzle

By O. L. VAN ARSDELL
Motorman, Turk and Fillmore Division



HORIZONTAL

1. Heavenly body.
5. Sag.
9. Display.
13. Age.
14. Healthy.
15. Learning.
16. Paradise.
17. First man.
18. Precious stone.
19. Did go.
20. Muddle.
21. Relate.
22. Slight.
26. Narrow strip of board.
30. Cut off.
34. To conceal.
35. Narrow passage.
36. A roundish part.
37. Scope.
38. Performs.
39. Above.
40. To consume by use.
41. A garment.
42. Subject of discourse.
43. Whirl.
47. Place.
51. To scrutinize.
55. Pipe.
56. Bee house.
57. Stake.
58. Rainbow.
59. Not shut.
60. Topmost point.
61. Remainder.
62. Notch.
63. Highest degree of excellence.

VERTICAL

1. Seethe slowly.
2. Ebb and flow of the sea.
3. Said at the end of prayers.
4. A tear.
5. Trickery.
6. Walk through water.
7. Noting grief.
8. Precious stones.
9. Narrow aperture.
10. Expectant desire.
11. Delivered by mouth.
12. In a good manner.
22. Melt.
23. Employ.
24. Thought.
25. Almost.
26. One of the Aryan family.
27. Plaited cord.
28. Insects.
29. Critical trial.
30. Coagulated.
31. Affection.
32. Mountain goat.
33. Smart.
43. Tumult.
44. Clean.
45. Large wading bird.
46. Bird's abode.
47. Put shoes on.
48. Long tube.
49. Place for baking.
50. Canvas abode.
51. A mop.
52. Neckpiece.
53. Durations.
54. Nearest.

Who's Who Among Probationers



E. E. Forslow,
28th & Valencia

CONDUCTORS

E. E. Forslow of 28th Street (Castro Cable) Division, and J. W. Warwick, of Turk and Fillmore, finished in a dead heat for top place among the twelve probation conductors who took the examination on Wednesday, August 29.

Both made 100% in the examination, had excellent remittance and clear service records, so both pictures are shown here.



J. W. Warwick,
Turk & Fillmore

Complete list below. 100%ers in heavy type.

28TH & VALENCIA
FORSLOW, E. E.
Parulis, J.

KENTUCKY
Hotaling, D. P.

McALLISTER
McGuire, J.
Allen, J. R.
McDonnell, G. A.

SUTRO
Kocher, H.
Pera, J.

TURK & FILLMORE
Olson, J. H.
Murray, F. A.
WARWICK, J. W.

WASHINGTON & MASON
Thomas, M.

STANDING BY DIVISIONS

Sutro	97.8%
McAllister	97.1%
28th & Valencia	96.5%
Kentucky	96.4%
Turk & Fillmore	95.8%
Washington & Mason	95.8%
General Average	96.5%

Pull-In Record

Car House	Miles per pull-in August, 1934	Miles per pull-in July, 1934	Rank in July
Third Street	43,663	26,443	2
Oak and Broderick	13,412	13,290	4
Haight Street	13,385	137,949	1
Twenty-Eighth St.	8,971	16,351	3
Twenty-Fourth St.	8,388	11,662	5
McAllister	7,744	8,569	7
Sutro	6,630	7,135	8
Turk and Fillmore	6,586	9,860	6
Geneva	3,736	4,702	9
Average	7,398	9,708	

Average miles per pull-in is down 2,310 miles from the July record but this is due mostly to one division's decrease. Nearly all car-houses changed their position but only Third Street improved theirs.

Who's Who Among Probationers



R. A. Harris, McAllister

MOTORMEN

R. A. Harris, McAllister Division, with 100% on both the check list and equipment examination, and through a long probation period without an accident, easily wins the honor place in the August probation examinations held in Instruction Hall, Wednesday the 29th.

Complete list below. 100%ers in heavy type.

28TH & VALENCIA
HESTER, I. D.
GUTH, P.

SUTRO
BULLARD, H. E.

24TH & UTAH
Aldridge, P. J.
Smith, Wm.

McALLISTER
HARRIS, R. A.
Geske, L. M.

KENTUCKY
Lera, P.
Gaumer, W. A.

TURK & FILLMORE
Andrews, C.
Syobo, G.
Devincenzi, A. M.

STANDING BY DIVISIONS

28th & Valencia	100%
Sutro	100%
McAllister	97.5%
Kentucky	94.9%
24th & Utah	94.1%
Turk & Fillmore	92.0%
General Average	96.4%

Complaints

AUGUST, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total Aug.	Total July
Washington and Mason	0	0	0	0	0	0
Geneva	1	0	0	0	1	1
Third	1	1	0	0	2	1
Sutro	0	0	0	2	2	1
Twenty-fourth	1	0	0	1	2	2
McAllister	0	0	1	3	4	0
Turk and Fillmore	1	0	1	2	4	1
Twenty-eighth	1	0	0	3	4	1
Oak and Broderick	1	0	1	3	5	0
Total	6	1	3	14	24	7

INATTENTION SCORES

August brought in a large number of complaints for inattention. Discourtesy also can be placed in the same class as it applies to personal conduct. These can be reduced materially by a little thought and effort and application of the "golden rule" which is the first step to success in any line of business.

Items of Interest

PRAISE

As Third Street's correspondent since 1922, INSIDE TRACK wishes to praise the sincere and worthy efforts of Conductor J. J. Carboni in promoting the interest of this column for Third Street Division.

Mr. Carboni is transferring his duties as correspondent of Third Street Division in favor of Motorman G. E. Graves, who will continue to carry on the good work of his predecessor, and INSIDE TRACK wishes him success in his endeavors.

EDITOR

"THE JOB"

The clang of gongs down Powell street hills, is music to the ears;
The song's been heard from window sills, throughout the many years.
They glide right down, they pull right up,
All loads they do withstand;
The man in front, his job is great,
Their fate is in his hand.
The man in back is also there,
He works with equal mind;
Calls the streets, collects the fare;
A request he's sure to find.

The cars do run in rain or sun,
Clouds do not spill a thing.
From end to end you'll see it run,
The gong does always sing.

The cable goes from morn till night,
On it the car depends;
The man in shop must keep it right,
On him the job descends.
So all in all the car goes on,
From street to avenue;
Keep this in mind that you're the man,
The job depends on you.

RICHARD BLENIO
No. 69—Washington-Mason.

CONDUCTORS

Watch for These Badges

The following numbered badges of the shield type, have been lost and are worth $5.00 each when recovered. Return them to Room 719, Transportation Department and receive your reward. This list is correct to September 1, 1934.

Motormen

38	872	1300	1690	2058
76	878	1312	1694	2222
82	1162	1368	1776	2234
96	1176	1502	1886	2762
130	1232	1504	1942	
534	1282	1554	1970	
600	1298	1588	1976	

Conductors

47	549	1219	1797	2149
75	551	1291	1885	2329
101	909	1387	1895	2555
195	1065	1397	1905	2559
235	1077	1495	1923	2005
		1629		

Inspectors

24 65 75

SUGGESTIONS IN EFFECT SINCE LAST ISSUE

No. 4309—J. A. SUNSERI, Conductor, Washington and Mason Division. Notice to each division giving reasons for carrying flags on cars.

The business of producing ideas which are worth $5.00 each has decreased until we have only one to print in this issue. We have seen many changes during the past, and just when we think that everything new has been suggested, someone will step up with an idea that solves a problem or offers a solution and we will all wonder why we did not think of doing the same thing a long time ago.

Put your thoughts in writing; you may be thinking of the very thing which we are waiting for.

Some Rules to Remember

It is not our motive to call anybody on the carpet for the infraction of a rule under which he is working, but we think it might be helpful to copy a few of the rules from our rule book, as a reminder, and a guide to those of us who are inclined to get a bit careless. Here are a few rules taken at random, which our observation indicates, have been forgotten.

First Rule (opposite Page 1)

The first rule of this company is COURTESY on the part of all its employes and its officials toward the public and toward each other. There is no duty imposed upon employes in this rule book which cannot be performed COURTEOUSLY.

General Notice (Page 3)

To enter and remain in this Company's service is an assurance of willingness to obey its rules.

Full and complete obedience to all of its rules is absolutely necessary for proper operation, for the safety of passengers and employes, and for the protection of property.

Our obligation to the public demands the faithful, intelligent and courteous discharge of duty.

The reputation and success of this Company depend greatly upon the care, promptness and fidelity with which its business is conducted and the courteous and satisfactory manner in which its patrons are treated by all employes.

To obtain promotion, capacity must be shown for greater responsibility.

Strict observance of all the Company's rules will mean "good railroading", and ever keep in mind the fact that you are handling "human beings" and that they depend upon you for safe and pleasant transportation.

Personal Appearance (Page 6)

Motormen and conductors must report for duty clothed in full regulation uniform, and must be clean and neat in appearance.

Motormen and conductors must treat all passengers, regardless of their appearance, race or nationality, with politeness; avoid difficulty; exercise patience, forbearance and self-control under all conditions. They must not make threatening gestures or use loud, uncivil, indecent or profane language, even under the greatest provocation. Badge numbers of motormen and conductors must be given on request of a passenger at any time.

Information by Telephone (Page 33)

In case of accident—"The Superintendent must be notified and the conductor must telephone to the General Office, SUtter 3200, giving notice and the place of the occurence, the names and addresses of the persons injured, the disposition made of them and if a doctor is needed, where he should be sent.

Cash For Change (Page 42)

Previous to taking charge of the car, conductor must provide himself with $3.00 (Three Dollars) for the purpose of making change.

Announcements (Page 48)

Stopping places, streets, depots, ferries, churches, theaters and other important points must be distinctly announced before and upon arrival. At terminals where a considerable number of passengers are boarding cars, conductors must announce the route and destination of car.

Issuance of Transfers (Page 60)

Correctly punched transfers will be issued only on request made at the time fare is paid. If a passenger does not comply with the rule requiring transfers to be asked for when fare is paid, the conductor will remind him of the rules of the Company in a polite and gentlemanly manner, and if reasonably sure the passenger has a right to a transfer, he may issue the same. Conductors should study carefully the "Transfer Rules" under separate cover, particularly such part of them as apply to the individual line on which they are working, understand the validation of transfers and the value of a validated transfer.

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER DAVE REFATTI	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE R. L. EMERSON	TRUSTEES D. S. FLOWERS
SR. VICE COMMANDER R. A. LYONS	ADJUTANT RALPH STRAWN		OFFICER OF THE DAY HENRY PFEIFFER	E. H. JEWELL
JR. VICE COMMANDER J. E. McDEVITT	CHAPLAIN J. A. STRELESKY		SURGEON J. E. LEWIS	GEORGE TYERS

If you served in the United States Army, Navy or Marine Corps and have seen foreign service you belong in the Veterans of Foreign Wars. If you are a member of the Market Street Railway and have had the above mentioned service you belong in the Byllesby Post of the Veterans of Foreign Wars.

The Veterans of Foreign Wars of the United States was organized September 23, 1899 and is no longer an experiment. It is non-partisan, non-sectarian and takes no part in labor disputes. It believes in "One Flag, One Country and One Language" and is always prepared to help the veteran.

Your dues to your Post are a premium on an insurance policy for your pension that you now receive or may receive, which is being kept secure by your Veterans' organization.

"The objects of this Association are fraternal, patriotic, historical and educational; to preserve and strengthen comradeship among its members; to assist worthy comrades; to perpetuate the memory and history of our dead, and to assist their widows and orphans; to maintain true allegiance to the government of the United States of America, and fidelity to its constitution and laws, to foster true patriotism; to maintain and extend the institutions of American freedom; and to preserve and defend the United States from all her enemies, whomsoever."

Be a Veteran and attend your Veteran meetings; that for which you have fought, keep alive always.

* * *

Colonel H. M. Byllesby Post No. 3000 stepped out Friday evening, August 24th, to put on a good time. An unusually large attendance showed up to back their candidates for election to office.

Comrade Henry Pfeiffer won the election for the chair of Officer of the Day, but Comrades Melikean, Flowers and Andre made him step out and do his best to receive the majority vote.

At nine o'clock sharp we adjourned to hear a program put on and managed by Comrade McDevitt. Did he? Boy and how! The Montgomery orchestra moved in and went to work. Music? They kept our toes a'movin' till the lights went out.

As the boys rested between their numbers, Comrade and Sister Andre had their entertainers on the floor. Could they dance? Hula, tap, and ballet. Sing? Man and Boy, they were keen!

Eats? EATS? Oh, yes, sandwiches and cake by the tableful. Heard a Comrade ask for help after everyone had all they could eat; so the boys over at the Veterans' kitchen could help out on the eats. Comrade Wilson, of the Ferry Loop, and Comrade Earl Castillo went home with a tummyful, ask them.

Ladies, sure, of the Byllesby Auxiliary, were there. They were in the parlor, as the boys did all of the work even to washing dishes; really never once were the ladies in the kitchen, because Comrade Melikean made the coffee-eee. Said he did it in the Army. Could not find out where—none such coffee was served near my outfit.

ATTENTION—The Auxiliary will hold a bazaar on October 26. All Sisters, Comrades and others, keep this date in mind, and help the ladies put this affair over with a Bang!

REMEMBER YOUR MEETING NIGHTS—SEPTEMBER 28th AND OCTOBER 12th.

Safety League

Number of Car Hours per Accident

Division	August 1934	August 1933	Rank in Aug. 1933
Third Street	676	718	4
Geneva	664	717	5
Oak and Broderick	656	1,235	1
24th and Utah	514	827	3
28th and Valencia	509	1,028	2
Sutro	491	415	9
Turk and Fillmore	427	660	6
Washington and Mason	391	617	7
McAllister	327	548	8
Average	506	729	

AVERAGE LOWER

The average car hours per accident has dropped from 729 for August 1933 to 506 this year. All divisions share in this drop except Sutro, who gained 18.2 per cent. Oak and Broderick dropped down 53.1 per cent and 28th Street dropped 50.4 per cent from last year.

Third Street is back on top again and McAllister takes a look at the cellar position with "Billy" to feed.

Department Doings

Byllesby's Busy Bees

For General Office Employees

SIMPLE RULES FOR HEALTH

Halve your food,
Double your drinking water,
Treble your exercise,
Quadruple your laughter.
So may'st thou live, till, like ripe fruit,
Thou drop into thy mother's lap.
—Milton

* * *

Vacationists Here and There

Burt Hamerstrom, vice-president, has just returned from that wonderful country of mountains, tall trees and islands up on the Puget Sound.

* * *

Jesse Yount had been to the Feather River country, where he said the fish were just biting good when he had to come back to engineering duties.

* * *

Harry Cooley made a motoring trip up the Oregon coast, along the Columbia River, and up into Canada—was much impressed with the ruggedness of the Oregon coast.

* * *

Rose Mays went to her brother's ranch in Hollister, where she found the prunes all picked.

* * *

Earl Ryan visited local places, among them the new Veterans' Home at Fort Miley, also Sutro Baths' new tropical beach.

* * *

Earl Swensen, who is a devotee of Lake County, enjoyed the swimming and dancing at Hoberg's.

* * *

Edna and George Mesher spent a few days at Lakeport, in Lake County.

Helen Doble visited Portland, Walla Walla, and Lake Tahoe, and experienced many kinds of weather, hot, warm, and cold.

* * *

Helen Tuttle spent her vacation at Camp Mather, up in the Sierras.

* * *

Ernest Massey, Sr. enjoyed a very pleasant vacation with his family at their summer home in Clear Lake Park, Lake County.

* * *

Nell Heer tells us of a most enjoyable time spent at Adams Springs, Lake County, with her sister and a girl friend from New York. Nell, did you have your little iron, today? Everybody who goes to Adams Springs must have a taste of the water from the iron springs or their visit is not complete. Hoberg's being close by, they enjoyed the social activities of the open air dance pavilion there nearly every evening.

* * *

Tom Norton chose the warmer waters of Santa Monica beach for his swimming prowess. Tom, did you go surf-board riding while you were there? While Tom was away, Ernie Massey, Jr., who is only fifteen years old, but very tall for his age, helped his father with some of the lesser secretarial duties.



Our friend John DeHart in the high Sierras, Tioga Road, while on vacation this summer.

Just a comic episode in one of the offices during the less busy moments. The song follows by three members of the chorus. You'll have to furnish your own music.

Oswald: I love you, you love me—
Girl: He loves me, she loves he—
Cat: Meow, meow, meow, meow—
Chorus: We all love each other.

(With due credit to Mickey Mouse, Dorothy, Ruby, etc.)

* * *

Dorothy: "Which direction is the parade moving?"

Harold: "Forward."

General laughter from everybody, including Dorothy.

* * *

At the Dog Show

Some of the visitors to the dog show held recently at Dreamland Auditorium were Anna Burke, a very enthusiastic spectator, Clare Nash, who is herself the owner of a wire-haired fox terrier, also Harry Cooley. Harry, however, had just lost his pet. a Boston bull dog, and the family still mourns its loss.

Miss Laura Jackson from the Chicago office was a recent visitor in San Francisco with her mother. She called at the general office stating she and her mother had just arrived from Los Angeles, having been to San Diego, also to Caliente, Mexico. Mrs. Helen Doble was a charming hostess to Miss Jackson and her mother. They had luncheon at the Western Women's Club, then afterward accompanied by "Doc" Edmiston of Oak and Broderick Division, visited the company's shops at Geneva, however, as it was Saturday, the shops were not operating. A tour was made of the city—Telegraph Hill and Coit Memorial Tower, Fisherman's Wharf, Golden Gate Park and its museums, the Beach and Cliff House, etc. Miss Jackson is assistant editor of Byllesby Management magazine. and was very much interested in Inside Track.

* * *

Ella Debenham had a delightful trip to Vaucouver, B.C., by the redwood highway route so famous for its wonderful scenery.

HIGHLIGHTS OF THE NEWS

Romance must be in the air.

Miss Anita Ordway of the Money Room and Mr. Fred Horter were married at San Mateo, California, on July 17th.

Miss Hazel Germanetti, also of the Money Room, and Mr. Joe Riordon, of the Engineering Department, were married on September 9th, and are spending their honeymoon at Portland, Oregon.

The depression must be over.

* * *

Have you talked to Dorothy Cohelan about her operation?

* * *

Elvera Schenk has returned from her vacation spent in Long Beach and Lake County.

* * *

John De Hart has returned from a motor trip to Boulder Dam and Yosemite Valley. Brought back some very good pictures of his trip.

* * *

The four "Heinies" of the Money Room enjoyed their annual trip to Mac's place on the Russian River several weeks ago. "After a very refreshing dip in the river, we were treated to a delicious dinner prepared by Mrs. MacMullin. Now we're looking forward to next summer," say the girls.

* * *

Fred Helms, philatelist, has the rare instinct of the early trader. Stamps, rare coins, are worthy specimens he collects.

"What am I offered for this rare coin, Earl? Would you give two dollars for it?"

"Of course, Fred, I can guess how much you paid for it."

Fred watches his opportunities so that the rare stamps and coins do not escape him.

* * *

What some of Mr. Regan's friends at the main office would like to know is, if he has a friend in the pineapple business. He suggests a pineapple diet as a great cure for our avoirdupois worries, but we're just a wee bit suspicious of that Regan grimace, without his cracking a smile.

* * *

Stella Dermott says that in Australia when anyone mentions bug, they mean bed-bug. She happened to see a bug one day, and called out to her friend, "Look, there's a bug." "Oh, where, where," cried her friend, jumping up off the chair. "There." "Oh, that's not a bug," said her Australian friend, "that's a spider."

* * *

"Mary, where are you going with all those packages?" "I'm taking them home with me." Since becoming a homemaker, Mary Towne is just the busiest person with her shopping, and the other day had some cake flour that she was going to try out in the form of a cake on her hubby.

* * *

Our esthetic sense of beauty did not coincide with the homey jam jar which was utilized for the office flowers, one day, and immediately a hunt was on for a more fitting vase in which to set off the natural beauties of the garden. A rose in another jar would be just as sweet.

* * *

Here is one proverbial mailman who doesn't spend his days off going for long hikes and that is Harold Sloat, the affable person who brings us our mail several times a day. San Jose has become very fond of him, and manages to absorb one full day of his time every week at the orchestra.

* * *

She was trying to be nice to the little girl whose mother was a great friend of hers. "I hope you are getting on well at school," she said. "Now I wonder if you can spell 'horse'?"

"I could if I wanted to," replied the little girl. "But don't you think it's rather old-fashioned?"

KIDDIES FROM 28TH STREET



Leona 10-Months
Daughter of
Motorman W.H. West



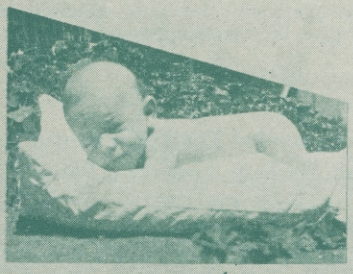
Petrica 2-Years
Daughter of
Motorman M. Vanoni



Jean 1-Year
Daughter of
Motorman P. Toft



Joyce Maxine 3-Years
Daughter of
Motorman A.E. Mason



Ronald 3-Months
Son of
Conductor C.E. Clemo



Robert 1-Year
Son of
Motorman B.M. Thomas

• As Others See Us •

An Observer Notes Kind Act Performed by Motorman F. Langer and Conductor C. Woodfield For Passenger





Gentlemen:

The writer witnessed an unusual bit of courteous and thoughtful service on the part of a crew on one of your cars. The car was numbered 109 on the No. 17 line. The incident took place today at about ten minutes after noon at Market Street and Grant Avenue.

A crippled woman was standing on the safety zone, opposite the front platform of the car. She evidenced a desire to board the car, but was apparently unable to accomplish this desire unaided. None of the persons on the safety zone made any attempt to help this woman. It was then that the motorman and conductor on the street car noticed her plight. Together they assisted her from the safety zone and placed her on the street car.

The writer was not close enough to note the badge number of the car's crew. However, they can be identified by the car number and I believe they deserve the commendation of your office.

Very truly yours,
Robert B. Donohue,
1105 Claus Spreckels Building.

* * *

Conductor B. H. Kellar and Motorman J. T. Gillette Show Kindness By Waiting For Passengers—Patron Thanks Crew





Conductor No. 1127 and Motorman No. 1072, crew of car 936 of the No. 5 Line at 7:30 A.M. August 29th, are commended by Miss Martha Bergh, 1082 Post Street, for their courtesy in holding car for her.

She had transferred from the No. 21 car at 8th Avenue and Fulton Street to the No. 5 car going out to the beach. It was pretty cold and misty weather and their forethought in waiting for her so she would not miss that car was very much appreciated, she said. She thanked the conductor for their kindness, and he replied, oh, that's all right, we are glad to give this service besides it's pretty cold standing there and waiting for another car.

Commercial Department.

* * *

Conductor William McClelland Is Commended For His Faithfulness—He Promptly Turned In Valuable Package Lost By a Patron



Dear Mr. McClelland:

Yesterday (August 28th) you found a package on your car as it was leaving the Ferry, about noon, which you turned in to the Lost and Found Department.

May we express our appreciation for your prompt turning in of this package, of which we were immediately notified.

Enclosed herewith find our check for $5.00 as material evidence of our appreciation for your faithfulness and integrity.

Sincerely yours,
Gensler Lee Jewelry Co.,
By Ralph C. Lee, Secretary.

Conductor D. C. Wagers Does a Real Service to Company's Patrons



Gentlemen:

I would like to advise you of a very commendable service rendered by one of your employees, a personal service, the employee Conductor No. 1069, car No. 868 of the No. 5 line, on July 1st at 2:00 A.M.

The writer, while seeing a friend home, took a No. 5 car from the downtown district to go to 32nd Avenue. Upon arriving at our destination, I inquired as to what time the car left the terminal for town. I was advised they left at 2:00 A.M., however, they tied up at the barn for the night and the next through car would not leave till 2:45. I was then asked what district I wished to go to, and upon stating that I lived in the 18th and Castro district, the conductor said that if I would meet his car coming from the beach, he would drive me in his auto to where I could make proper connections with the No. 8 line.

All of this your conductor No. 1069 did and after seeing there were no cars in sight, he proceeded to go a great deal away from his path and took me home. Understand, of course, all of this was unsolicited and done of his own free will.

I failed to secure this gentleman's name and I wish you would please investigate his number and express my sincere thanks for this service. I should also like to congratulate your Company for having this type of man in your employ as it is services of this type which secure the good will of the public.

Very truly yours,

E. Lake,

79 Seward Street.

* * *

Patron Appreciates Service of Company and Conductor C. O. Bakke In Return of Lost Hand-Bag



Gentlemen:

I wish to express to you my appreciation of the courtesy and care of your Company through your Conductor No. 127, Carl Bakke, in picking up and turning in my hand-bag which I left on the seat in one of your Sutter Street cars last Sunday. I wish to thank him, and also your Company for your carefulness.

Very sincerely yours,

Mrs. Viola Wallace,

524 Sutter Street.

* * *

Motorman A. Kolstad Is Praised For Careful Operation of Car



Gentlemen:

The writer of this letter and his wife are regular patrons of your road. Tonight it was our privilege to ride on car No. 265 of the No. 1, Sutter Street line, sitting on short seat beside the motorman. We especially noticed the manner in which the motorman opened and closed front gate of car. I called my wife's attention to the absence of noise and vibration by the easy and careful way in which motorman handled this gate.

It is a real pleasure to ride with this man and we both wish to express our commendation.

Yours very truly,

J. I. and A. M. Ewing,

4431 California Street.

Conductor Ernst Leiss Is Praised by Patron For Honesty and Courtesy



Dear Sirs:

Last Tuesday, July 3rd, I boarded a number 6 Haight Street car at Height and Steiner Streets at about the noon hour and rode down to McAllister and Market Streets when I discovered that I had left my purse on the seat of the street car. At the time I did not know what to do as I did not have the number of the car, so I waited until the same car came back from the ferry and got on the car with the conductor who took me from Haight and Steiner and asked him if he had seen a purse lying on the seat, as I had left it there on the trip down town; he immediately reached into his back pocket and gave me my purse.

I believe that men of this type should be highly commended for their honesty, as men of this type should be rewarded. As he handed me the purse I offered him a reward but he said it was part of duty to do these things for the patrons of the railway company. Then I asked him his name and believe he said it was Ernest Leiss.

The way I happened to know the conductor when he came back from the ferry was that I kept watching him the way he helped people with packages off the car, and the courteous treatment he extended to women with children in getting on and off the street car.

May you train all the men on your street cars to give the people the same kind of treatment as Mr. Leiss is giving them for then I know that more people will patronize the Market Street cars and the work for the platform men will be more of a pleasure to themselves as well as the public.

Yours very truly,

Mrs. John Wiese, Jr.
735 Page Street.

* * *

"Sympathetic and Thoughtful"—Conductor J. P. O'Connor Receives Appreciation of Patron

Gentlemen:

I wish to draw your attention to the courtesy of Conductor No. 1643 on car No. 9. On returning early from work through illness, he displayed all the qualities of a sympathetic, thoughtful and good hearted young gentleman and I hope his good qualities lead him far and high in your esteemed service.



Yours truly,

Michael Kennedy,
257 Collingwood Street.

* * *

Conductor H. F. Kocher Is Commended By Patron For Paying His Fare



Dear Sirs:

Your conductor wearing shield No. 353 very kindly advanced my fare the other day when I had no change—a ten-dollar bill being the smallest I had.

As I have not seen him since on the car I am sending the five cents advanced, with thanks for the courtesy shown me.

P. G. Bond,
1895 Pacific Avenue.

Conductor W. E. Lawrence Gives Good Service and is Recommended By Patron of No. 21 Line



Gentlemen:

I take great pleasure in recommending your conductor No. 1047 on one of the No. 21 cars. I had occasion last night to ride on his car, and as I was standing up in the back of the car, I could not help noticing how efficiently he worked. I always think that when a man does good work, he should be told so because it seems to give him something to work for. I do not recommend this man because I know him personally, because I do not. However I remember the number which was on his badge, and I couldn't help writing you today and telling you about the incident.

Hoping your very excellent service will continue, I am,

Yours very truly,
Gilbert Wilcox,
4540 California Street.

* * *

Visitor from the South Praises Company Service and Conductor G. E. Wright For Helpful and Courteous Assistance Extended Her



To whom it may concern:

In this rush and tumble existence chivalry or ordinary politeness seems to be a forgotten gesture, and when one is treated with extraordinary consideration I feel that it merits recognition.

Your employee, a conductor, No. 2135 on a No. 36 car, made it a pleasure to arrive in this city Saturday morning. I was loaded down with luggage, having arrived on the H. F. Alexander from the south; he not only helped me board the car but was so minute in giving me direction and then assisted me off the car in such a charming, considerate way, I just had to write and tell his employer that a man of this caliber makes riding street cars a pleasure.

It must be a satisfaction to the city and to the stockholder of the Market Street line to know that they have such a high type of man making his living in their services.

I travel extensively, leaving for Seattle shortly, and I do hope that I will meet with such good spirit and kindly assistance in that city.

With great pleasure I commend this conductor and I trust that you will let him know his action and courtesy was highly appreciated.

Sincerely,

Mrs. J. T. Chapman,
Harvard Hotel,
685 Ellis Street.

* * *

Motorman P. P. Alteri Waits for Passenger Who Appreciates His Kindness



Miss Martha Bergh, 1082 Post Street, telephoned to commend Motorman 1096 of the No. 21 Line for special courtesy.

He very kindly held his car for her at 1:30 p.m. Sunday, August 26th, at Fillmore and Hayes streets when he saw she wished to board the car.

Miss Bergh was on her way to St. Marys' Hospital to visit a sick child there and by the motorman waiting for her it enabled her to make good time, which she appreciated very much.

Commercial Department.

Patron Refunds Conductor H. J. Miller For Fare Loaned Her And Thanks Him For His Courtesy



Dear Sir:

Will you please return the enclosed ten cents to Conductor 1197 of the No. 21 Line with my sincerest thanks and appreciation.

Yesterday when I boarded his car I discovered I had nothing less than five dollars. He courteously explained that he could not change it just then, but that he would put ten cents in the box out of his own pocket, and I could mail it in.

Very sincerely yours,
Mrs. Catherine Murphy,
118 Lyon Street.

* * *

Grateful Patron Thanks Conductor W. T. Elsenhans Who Found and Promptly Turned in Her Lost Purse



Dear Mr. Elsenhans:

I tried to get you several times on the telephone, but was unsuccessful, perhaps I was given the wrong number, no one answered.

I want to thank you very, very much for your kindness in handing in my purse, which I left on the No. 24 car line, last Wednesday night; although I hadn't much in it, still I was glad to see it again, and it saved me lots of inconvenience.

I hope you get this note.

Again thanking you.

Yours sincerely,
May Anderson,
420 Pierce Street,

P.S.—I got your name and number from the head offices.

* * *

Patron Appreciates Care, Comfort and Courtesy Exercised by Conductor C. Tooley and Boosts "White Front" Car Service



Dear Sirs:

I am happy to inform you of the courtesy rendered me by one of your conductors, badge number 1353, on an outbound No. 12 car, Saturday, August 4.

Upon seeing the white-front car approaching I pictured the trouble which I thought was to be mine when I would attempt to put the three children, who were with me, aboard the car. I was decidedly wrong. There was not the least bit of trouble, thanks to your conductor, who placed the children safely aboard the car before attempting to start it.

Fortunately I was able to board his car again this morning. It was evident that he was still keeping care, comfort and courtesy on the job.

Such men as he are a credit to any company. Such experiences as these help to prove to us that we must ride the white front car for better service.

Very truly yours,
Thomas George Anthony,
1156 Plymouth Avenue.

Conductor R. J. Hooper Does Good Turn For Passenger—Assists With Luggage and Pays Fare—He's Commended by Her



Dear Sir:

I am enclosing the fare which conductor No. 999 was so kind as to loan me. On entering the car I found myself short in change, and wish to thank him and sure appreciate his kindness. Sunday morning about 9:00 a.m. as I arrived from Los Angeles with heavy baggage I was kindly assisted by conductor—car 5—on and off the car with very courteous attention, and wish to express my gratitude for this very kind act.

Very respectfully,
Mrs. E. O'Brien,
1725 McAllister Street.

* * *

Conductor R. L. Head Receives Personal Letter of Thanks From Patron



My dear Mr. Head:

Through the office of the Market Street Railway I was able to obtain the needed information, and I am writing to thank you most sincerely for your courtesy in making it possible for me to make the boat last Saturday afternoon. Under the circumstances it is not often that one meets with such courteous treatment and I very much appreciated your kindness.

Sincerely yours,
Florence Comero,
c/o Bank of America,
No. 1 Powell Street.

Remittance Record

AUGUST, 1934

Division	August	July	Rank in July
Sutro	27	35	1
McAllister	33	37	2
Fillmore	61.2	66	4
Valencia	61.6	51	3
Washington & Mason	67	85	5
Oak & Broderick	85	96	6
Third	110	140	7
Geneva	141	154	9
Twenty-fourth	154	143	8
All Lines	88	92	

AUGUST IS BETTER

Remittances for August average are better than in July by four points. Very little change has taken place among the Divisions. Valencia and Fillmore changed places for a fraction of a point. Third Street made a nice improvement, but not enough to pass their leader.

Leading Motormen at McAllister

Thirty-four motormen at McAllister Division qualified for the non-accident page in this issue, by operating their cars during the calender year 1933 without a single chargeable accident on their records. Each man here has attained an enviable record for safe operation of white-front cars.

McAllister Division is the eighth one to appear on the center pages in pictures, since the first of 1934.

* * *

ALTERI, P. P.—Always looks out for autos for they will not look out for him.

BARRY, L.—Does not try to beat the other fellow to it.

CAMP, G.— Says: "Living up to the rules will keep you out of trouble."

CAMPION, E. J.—Says: "Alertness to duty, and avoidance of unnecessary conversation, are a great aid in rendering safe and careful service to the traveling public."

CULLEN, J.—Looks out for intending passengers thus avoiding boarding moving-car accidents.

DAVIS, A. J.—Says accidents are caused by neglect, "Do not neglect your duties as a good motorman."

ERDY, T.—Checks his car at every crossing, thereby reducing his accident hazard to a minimum.

GALLEMORE, E. W.—Says: "You can't operate safely and go sight seeing at the same time."

FEWER, T.—Tommy says:"Get your proper rest and it will keep your mind alert and ready for an emergency."

GILLETTE, J. T. — "Being a new man on the job I made it my business to be especially careful in avoiding accidents."

GREEN, B. T.—Always sounds his gong when passing parked or standing machines.

HAYTON, R. G.—Never has an accident when he is follow-up man so uses the same precaution when he is operating as motorman.

GUBLER, A.—Always looking forward and watching everything.

KARLSON, D. — Operates his car with the same care as he operates his own auto.

KALOGEROS, A.—Johnny says he can not write very good so does not have any accidents to write up on reports.

KENDALL, W. — Says: "Co-operation between conductor and motorman is half the battle in avoiding accidents."

KRAUSE, F. A.—Says: "Accidents eat into our profit-sharing plan," so operates his car as if it were his own business.

McCLELLAND, L. H. — Accidents make him late and Mac does not like to operate his car in a careless manner making up lost time.

MALUM, C. H.—Makes a practice of the old proverb, "what is worth doing is worth doing right."

MANSUR, F.—Says he never takes a chance, never fans the air nor blows the overhead.

MARELICH, T.—Says: "A world of caution and a good conductor save many accidents."

MARTIN, H.—Says: "Accidents do no one any good—they involve extra time getting witnesses, writing reports and hurt one's record.

MILLER, E.—Never takes a chance, is always on the alert, and never tries to beat the other fellow.

MORRIS, E. S.—Believes in giving the other fellow the right of way, in always having his car under control, and in slowing down at intersections.

MYERS, L. J.—We see that you are one of our ace motormen and we hope to see you on the list again next year.

PARAS, D. B.—Says: "If you are not sure don't take a chance, bring your car to a stop."

PRESKAR, R.—Says: "If you don't crowd the other fellow he will get out of your way much quicker."

ROBERTS, G. B. — Practices just what he preaches to his students, by always living up to the company rules; plays the safety first rule always.

ROWAN, G. — Says: "The best way to avoid accidents is to keep your mind and eyes active at all times."

SCHOMER, K. M.—"When you have your car under control you don't have to worry about accidents."

SEELYE, R. K.—Says: "A friendly disposition and attention to duty are a great accident preventative.

SPINNETTI, W. — Bill says he has been on Hayes Street so long, he knows it doesn't pay to take a chance with those steep hills and sharp corners.

TERRY, O. V.—Says: "Be on the job at all times, sound the gong at all crossings and when passing street cars that are standing. Give the other fellow the right of way and don't have unnecessary conversation with anyone."

WEIDINGER, W. — Keeps a cool head and uses precaution when approaching intersections which are equipped with traffic signals.

Always Ready to Serve

The merchant adjusts his working force and his hours of business to meet existing conditions. The restaurant maintains a varying force according to the season, the time of day, and the number of its patrons. The theatre adjusts its hours, its number of performances and its force of employees to meet the habits of the community.

A street railway company has to do likewise, but by reason of the very nature of its business it cannot set and maintain arbitrary adjustments, because it must maintain at least a reasonable headway betweeen its cars at all times; even when it is not assured of enough passengers to operate at a profit. Whether there is likelihood of carrying one passenger or a hundred, trolley and bus service must be maintained on a schedule, day in and day out. You may find an overloaded car now and then, just as you encounter an overloaded store or elevator. But all business is based on the law of averages, and in the mass transportation business we keep checks of the passengers carried and the hours they are riding. From these checks the amount of service is determined and time tables are written.

But there are exceptions to all rules, and occasionally the car that is generally well filled is only slightly loaded, while the next car behind will be overloaded. We cannot always control such conditions, but we are always ready to serve. We cannot always anticipate and meet the unusual requirements of sudden shifts of a considerable number of people from one given point to another. On the other hand, street car and bus movements are subject to emergencies and conditions over which we have no control and cannot possibly regulate. But mass transportation facilities are operated by a working plan which insures a reasonable regularity and reliability of service for the greatest number of those who are dependent on those facilities.

In consideration of the safety and economy of mass transportation service, it must be apparent to all thinking people that the street cars and buses meet the demands of public necessity as effectively as possible, in proportion to the patronage forthcoming.

LEADING MOTORMEN at McALLISTER



Geo W. Evington
Division Superintendent



A. Davis T. Erdy E. Gallemore



A. Kalogeros D. Karlson W. Kendall F. Krause L. McClelland



L. Myers D. Paras R. Preskar G. Roberts G. Rowan


P. Alteri
L. Barry
G. Camp
E. Campion
J. Cullen
T. Fewer
J. Gillette
B. Green
A. Gubler
R. Hayton
C. Malum
F. Mansur
H. Martin
E. Miller
E. Morris
K. Schomer
R. Seelye
W. Spinnetti
O. Terry
W. Weidinger

Sutro Surf Bubbles

By H. R. Franklin



OURS IS THE ROUTE TO SUTRO BATHS,
The NEW TROPICAL BEACH

The bigger and better SUTRO BATHS, with its balmy, tropical atmosphere, guaranteed 365 days of each year, is very nearly completed, having been remodeled and brought up-to-date, with a visiting capacity of approximately 25,000 persons, also accommodations of the most modern type for 7,000 bathers. In addition to bathing it now contains very many features, such as picnic grounds, dancing facilities, carnival devices, exhibitions and shows, athletic contests, and many different kinds of sports and amusements.

* * *

Might we suggest that this will be a mighty fine place to take your family for an outing on your day off, or during your vacation, and no doubt many of you will be interested in the bathing beauty contests, if they have them.

* * *

Our No. 2 line is the only street car line running direct to this most modern and beautiful place of amusement, where there will always be something doing at the new SUTRO BATHS. Trainmen of this division particularly should by all means get acquainted with this marvelous enterprise, the largest of its kind in the world, then they can best direct and acquaint our patrons with a true picture of SUTRO BATHS and "TROPIC BEACH."

* * *

Most of our cause for despondency is unreal.

A newly-wed among us, Conductor Stanley Toy, was married recently, and that explains his extremely happy attitude and appearance of late. However, we cannot acquaint you with the bride as we have not had the pleasure of meeting her up to this time; nevertheless, we wish to take this opportunity to extend to Mr. and Mrs. Toy our very hearty congratulations.

* * *

Mr. Howard Bates had the pleasure of showing a class of pupils from the Alamo School, accompanied by two school teachers, through one of our electric cars, and was informed by the teachers that the children were to build a car at school. Further than that, he was given an invitation to attend the school and see the car after it was completed. Needless to say, Mr. Bates was more or less feeling flattered.

* * *

Conductor James A. Creighton has been stricken ill and is at present in the St. Francis Hospital. We are very much concerned about his welfare and wish him a speedy recovery, also would like to have some of the boys call to see him and extend a little cheer.

* * *

Tom King promises to bring us some fish when he returns from his fishing trip up in the mountains. Maybe it would be advisable for him to return on a Friday.

* * *

Conductor E. E. Loyd is on the Atlantic Ocean enroute to England. No doubt many of us would like to make just such a voyage, and we know that the trip should be a very pleasant one. We expect to hear from Loyd in the near future.



Stephen J. Nessinger, two year old son of Motorman S. Nessinger. One of the younger generation whom the Nessinger family have a right to feel mighty proud of.

The conductors of the division are again getting back in stride on their remittances, showing an improvement in the rating for the month of August over that of July 1934, with a rating of 27 during August.

No-error money counters seem to average about the same in number, and our ratings in Remittance Records should get back to our previous high standards.

No Errors For Entire Month
August, 1934

Conductors listed as follows:

Avila	Kroencke
Bailey	Langer
Bakke	Loyd
Bell	Lucier
Bennett	McDermott
Bettini	Marcum
Broska	Marie
Bubel	Mathes
Campbell	Moore
Chollet	Morgan
Corporal	Morton
Cossen	Patton
Cummings	Petersen
Dutton	Pierce
Edwards, C. E.	Prince
Edwards, T. R.	Pruitt
Futch	Ross
Garrett	Row
Gollob	Sawyer, G. G.
Head	Sawyer, G. O.
Humes	Shepherd
Hunter	Stevens
Hutchins	Theilacker
Jerabek	Van Matre
Johnson, C.	Williams, C.
Kocher	Worthington

One Error Conductors
August, 1934

Bible	Gustafson
Briggs	Hatch
Carson	Kasberg
Creighton	Larison
Dahl	Marks
Freeman	Ramey
Gillespie	Thacker
Goodrich	Toy

* * *

No Chargeable Accident Motormen for the six months 'period March 1st to September 1st, 1934, are listed as follows:

Azevedo	Lex
Basney	Luck
Bidgood	Mehrtens
Bulatoff	Meyers
Caludis	Miller
Concannon	O'Conner
Courtright	O'Howell
Dobie	Paul
Donathan	Perry
Dyson	Pollard
Ferris	Ramer
Fletcher	Scott, C.
Ford	Smith
Friedenberg	Spencer
Frisch	Stirewalt
Hall	Taylor
Hewitt	Timofeev, G.
Higuera	Timofeev, M.
Hoffman	Tucker
Jahnsen	Vorpahl
Jarett	Welsh
Joynes	Whitehead
Kolstad	Wiley
Kruer	Williams, J.
Langerveld	Wittmer
League	Young

* * *

Conductor William J. Herlihy is away and evidently viewing the State Fair at Sacramento, California.

* * *

Apologies are herewith extended to Conductor Harold Kocher for neglecting to list his name among the no-error conductors in last month's issue of the "Inside Track". This was merely an oversight.

(Continue to Page 38)

McAllister Division

By J. M. Casey



Conductor J. McGushin has some dog; just ask him to show you some of the blue ribbons that he has, and is he proud of them.

Conductor Jack Schaub spent ten days in the artist colony, just ask him if he had a good time.

Conductor Mohr at the present time is away on a fishing trip.

We would like at this time to welcome to this Division Motorman I. Friedenberg, just call him Dutch. Motorman Friedenberg worked at Sutro Division as a motorman, and we hope he likes McAllister.

Conductor McQuade at the present time is on the sick list. We hope to see him back on the rear platform real soon.

Conductor Elmer Maples has been touring around the country, first the State Fair, then south to Los Angeles. Don't be surprised if you go to the show some night and you see Elmer on the screen.

We were told that Conductor Oppenheim celebrated New Year's Day just one day late. I think Bob Moyle had something to do with it.

Motorman Ralph Weidenger is back on the job after being on the sick list, and looks good.

Motorman Glen Roberts is in the St. Francis Hospital, so if any of you boys get a chance drop up and see him.

If you want any information on horse racing see Motorman E. A. Miller.

Conductor Jonney Ball decorated the bench for six days. According to information he was studying too hard. Some say he ought to see Motorman Miller and he would get more sleep.

SOME RACE

Conductor Bill Dail,
New Baby Boy, 14 lbs.
Conductor Jerry Sullivan,
New Baby Boy, 14 lbs.
Conductor Billy Kitto,
New Baby Girl, 14 lbs.

At this time it is in order to say that when it comes to new babies McAllister Division can hold her own with any Division in the system. We understand that the Mothers are getting along fine, and we take our hats off to the Fathers.

Conductor John Hurst and family have just returned from a trip to the country, sometime when you have time just ask John about it and I am sure you will enjoy his talk.

If you want to see a good paint job take a look at Dispatcher Bill Johnson's new house on McAllister Street, and by the way Bill painted it himself.

Night Dispatcher Bob Moyle at the present time is on a fishing trip, and we all look to a fish dinner when he returns.

Motorman Lundgreen is back on the front platform after spending several weeks in the St. Francis Hospital. We are all glad to see him back on the job.

Motorman J. Durkin is still on the sick list, but gets around once in a while to see the boys.

In case you have a stray dog and you want someone to keep him see Conductor Charles Martin.

Washington and Mason

By L. P. DAHL

The following boys from this division are at present on the sick list: D. Dineen, G. Daskalakis, N. Obritsch, S. Kruczynski, H. Cohn, M. Koomas, S. Leahy and W. Cain. We are hoping to see them all back on the job real soon.

Gripman J. Guerin is spending his vacation in Monterey, California, and by the latest reports, Jack is having a fine time.

Gripman S. Guardino and Conductor Joe Sunseri attended a wedding held at the St. Francis Hotel, Sunday night, September 2, 1934, and Joe and Sam were all dolled up in a tuxedo for this occasion.

Anybody who would like some good deer meat, see Gripman C. Gersbach, as he is the boy who knows how to hunt the deer.

Our heartfelt sympathy is extended to Conductor B. Brodose whose dearly beloved mother passed away on September 3, 1934.

Day Starter (Handsome) Sam Kastumis is spending his vacation in the State of Washington. Sam is having a wonderful time from all reports.

We extend birthday greetings to the following boys of Washington and Mason Division: E. J. Tanzer, M. Koomas, C. Hintman, W. Harkness, G. Ntalles, C. Kirkpatrick and J. Bonanni.

We are anxious to know who the young lady was that Gripman M. Sares took out riding in his machine on his last day off?

Gripman J. Wise seems to be very popular with a certain young lady who calls up on the telephone and wants to know what run he has the following day.



A Good Catch

Returning from a fishing trip, D. O. Kelley and A. Rice are shown with their catch, a nice string of striped bass. We wish they would give us their secret so our fishing trips would not turn out so disappointing.

All the boys of Washington and Mason Division extend their heartfelt sympathy to Ex-Gripman Bill Crouch whose dearly beloved wife passed away recently.

Charlie Potter started on his vacation August 23, 1934, and is having a good time at Stockton, California.

We would like to know what the attraction is that brings Officer Joe Sunseri around Bush and Powell streets so often?

If you want to hear a good comic story, ask Conductor W. E. Pelkey to tell you about the chewing gum.

We all wish the best of luck to our two new men, Conductor B. Brodose and Gripman J. Buskirk.

Conductor D. O. Kelley and Gripman A. Rice went fishing recently and came back with the limit. Picture shows part of their catch.

Oak and Broderick

By J. L. EDMISTON

An interesting evening was spent at the Byllesby Post No. 3000. Several of the department officers were present and gave us an interesting review of the veterans' work, notably Department Commander Edward Seacord of San Jose. His talk was on the veterans' obligations and duties; he also gave his views on communism.

The Post held election of officers and those elected were: Comrade J. E. McDevitt, Junior Vice-Commander; Comrade George Tyers, 18 months trustee; and Comrade Henry Pfeiffer, Officer of the Day.

A new social committee was appointed with Comrade McDevitt as chairman. Mac is a real live wire, so it is needless to say that we will have some snappy times in the future.

Tom Young made a flying trip to Yosemite in one day. His driving time was six and one-half hours one way. Tom said he had a very nice trip and enjoyed the scenery very much.

Steve Wierzbick phoned in Sunday morning to see if he could get off and he was informed he could. About an hour later he phoned again and stated that he had been asleep and he didn't know whether he was off or had been dreaming. He was informed he was off and that it was no dream.

Frank Asbill, who has been batching for the past month or so spent a very pleasant week-end at Capitola visiting his wife.

Shop Foreman Harry Barron and wife spent a very pleasant vacation in Calistoga at Piner's Hot Springs. Harry claims he did a lot of swimming and hiking while there, so, of course, put himself in fine shape.

Charlie Lasater, who has been on the sick list for some time, spent two nice trips on the Russian River convalescing. Charlie came back with a good coat of sun-tan and feeling fine again.

John Anderson, C. Schneider and family, when on their way to Oregon had quite a serious accident. In trying to avoid hitting a boy on a bicycle, they were forced into a ditch, where their automobile was badly damaged and all were bruised and shaken up.

Prosperity is here again!

On Wednesday, August 29, 1934, a certain party offered Jim Neubert a cigarette and he refused it stating he preferred cigars now.

Joe Fay and family spent a very enjoyable 30-day vacation up in Portland visiting relatives and friends. Joe said the vacation was all right, but too short on one end.

Walter Davis has been laid up for the past week with neuritis. It hit him so bad that he could hardly raise his right arm. Here's hoping he improves speedily and is back on the job in a short while as good as ever.

Frank Eigenman took thirty days off to visit relatives and friends in Axtell, Kansas. Frank is going back right into the heart of the drought country, so perhaps he will see just how bad the depression is there and that there is still no depression in California.

The following motormen at Oak and Broderick Division have had no chargeable accidents for the six months ending July 31, 1934:

Almos, T.	McCullough, T.
Anderson, Jno.	Melville, E.
Barnett, C. J.	Miller, J. C.
Barrill, H. A.	Marshall, T.
Boone, C. M.	Milne, J. G.
Clark, A. E.	Noll, H.
Clouter, W.	Navarra, J.
Clark, W. F.	O'Lanie, H.
Dodd, B.	Polcyn, J:
Davis, W. G.	Pfeiffer, H.
Duke, E. B.	Provich, G.
David, F.	Petzold, E. J.
Douglas, S.	Paterson, J. H.
Estus, H.	Quistad, J. R.
Good, C. L.	Rice, J. G.
Geldmacher, C.	Seegos, P.
Gould, A. F.	Stevens, W. H.
Gillingham, F. W.	No. 966
Hodges, R.	Stocker, A. A.
Hamilton, H.	Stevens, W. H.
Hynch, J. J.	No. 914
Hutchinson, J. J.	Stihl, J. M.
Holzmuller, W.	Simpson, G.
Hower, S. E.	Terrell, H. G.
Jewell, E. H.	Treanor, J.
Jablonski, S.	Walker, H. T.
Lemon, A.	Wollesen, A.
Lacey, H.	Winters, J.
Langer, F.	Wiedl, A.
Lasater, C. E.	Wilcox, G. M.
Lewis, J. E.	Wierzbick, S.
Larsen, R.	Wynn, J. J.

Joe Wyhlidko has been reading the mining news about the recent new strikes back up in "thum thar hills" where he came from in Tuolumne County and he has now been attacked with a severe case of gold fever. Joe is one of the old hard-rock miners, so perhaps he will come out all right.

Charlie Rudiger has got to be quite a dog fancier of late, so anything you would like to know pertaining to pedigrees, or what not, see Charlie.

Our sympathy to Motorman E. Westphal whose mother passed away after a long illness.

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of August 1934:

Aaron, A.	Kirk, J. E.
Allen, R. B.	Lusto, A.
Birman, J.	Leiss, E. C.
Bain, H.	Martin, G.
Courtright, H.	Meyers, W.
Cowden, R.	Murray, H.
Davis, W.	Mosk, J.
DeWitt, R. C.	Nelson, L.
Davis, J.	Nichols, J.
Funk, F. P.	Neal, J. M.
Gold, A.	Rosemeyer, J. C.
Gray, J. C.	Rudiger, C.
Hamann, H. J.	Ramarth, J. C.
Hegarty, T.	Schlichting, C.
Hendricks, C.	Woods, W. T.
Harper, L.	Wilks, J. D.
Hedstrom, E.	Wilson, A.

Ed Jewell and wife spent their vacation on the Russian River. Ed said he fished and fished and fished and did not get a bite, so he is quite sure now that there is not a fish in the river, or he would have caught one.

Jim Kennedy, commenting on the fishing in the Russian River, said he could not even catch a sucker.

We extend our heartfelt sympathy to Motorman Patrick Barkley on the passing away of his wife.

CONDUCTORS!
Inquiring passengers will appreciate the courtesy if you direct them to
Hotel Sutter
Corner of
Sutter & Kearny Streets
FIREPROOF
POPULAR RATES

Third Street Overhead Flashes

By G. E. GRAVES



Humbly—as befits a tyro (beginner to you) Ye Editor craves indulgence and forbearance should any discrepancies or shortcomings appear in this column. We intend to Winchellize in the best manner of that great columnist. Give us your personal items, we like 'em. Let gentle fun and kindly wit be unconfined.

Mr. and Mrs. I Bouscal and son have planned a very pleasant vacation at the Seigler Ranch in Lake County, where they will enjoy the pleasures of hunting and swimming and other outdoor sports.

Let us hope that no untoward incidents occur to spoil a thorough enjoyment of their outing.

Jimmie Elliott is wearing some smile these days. Reason? His wife has just returned from a long vacation in Oklahoma.

We all welcome Motorman Michelini back to work—he has been on the sick list for some time and according to his conductor, Mr. Cameron, Michelini is a much improved man.

Partner wanted: For a trip to Europe. See John Carboni.

Motorman Lencioni returned from a hunting trip in the Healdsburg district with a couple of fine bucks.

We hear sad news from "Tiny" Williams that he had a bad auto accident which knocked the spots out of his trip to Mexico.

But we are happy to hear "Tiny" and his family escaped serious injury.

Uncle Sam likes Conductor Barney McCabe so well he has adopted him. Congratulations, Barney.

Inspector George Urquhart is back on the job again, looking hale and hearty after an interesting trip to the mile high city of Denver, Colorado, and the Yellowstone National Park.

They say that Motorman Clarence (Tony) Krueger reads the news in advance, or way behind.

(We don't understand all we know about this, but guess it's all right).

'Tis said that Conductor Gleason's secret ambition is to become a fireman.

Motorman "Gus" Stoltz went on a trip to Reno, but not for the usual thing, as he was accompanied by his family.

The great philosopher, Conductor Andrew Hass, was born in the month of July, the month of all great men.

If you don't think so, ask him.

Speaking about Reno, Conductors Dick and Charles Gianola went there a short while back before the new sign up.

The Labor Day parade was certainly most impressive, all of the unions being well represented, our own Local 1004 among others, with many of the boys from Third Street. And 1004 received a prize cup for the best marching union.

Look up, not down,
Look over, not under,
Look out, not in,
Lend a hand.

Our own genial "Toby" Larson is on vacation. May there be no mosquitoes, sunburn, or big-ones-that-get-away, etc., to mar his outing.

* * *

John Halkyard seems to have some trouble keeping his white elephant at home we hear so much about. We hope there are no casualties.

* * *

Conductor Lowe has a new title, Speed Marvel, Montana and back in nothing flat!

* * *

Conductor Lowe has the Indian sign on Lady Luck. Or should we call it the Chinaman.

* * *

Ye editor wonders if he will come in on any venison this year from the big game hunters.

* * *

Conductor Schivo seems to be the man about town these days.

* * *

Smile Items

The news reel in a downtown movie had just shown the King and Queen of Italy receiving the plaudits of the people of Rome. Then the announcer said:

"And here is Il Duce."

"Gee!" exclaimed a voice in the audience, "he looks just like Mussolini."

* * *

Cook—"What was the result of that terrific fight the Duchess had with her husband?"

Maid—"She retains the title."

* * *

The revelation that the King of Siam has a bodyguard of eighty of the shapliest damsels in the kingdom helps explain why the old boy suffers from eye trouble.

* * *

When a girl begins calling a man by his first name, she has her eye on his last.

Said a Celt to his colleen so foine,
"Begorra, O'im your Valentine."
Said she, "You're a liar, you're Patrick McDwyer,
Do you think, me dear sor, that O'im blind.

* * *

Following is a list of motormen at Third Street Division who have had no chargeable accidents from February 1, 1934 to August 1, 1934:

Azzopardi, C.
Almlund, J.
Allemand, J.
Andersen, G.
Behnke, C.
Byron, D.
Clinton, M.
Carlock, R.
Dudune, S.
Delucchi, A.
Du Bose, B.
Elsus, W.
Eaton, A.
Fox, J.
Finn, W.
Graves, G.
Greiner, J.
Hergott, S.
Healy, P.
Hutchings, W.
Hoppe, F.
Hays, G.
Halkyard, J.
Jones, F.
Jackson, C.
Kelleher, W.
Krueger, C.
Lencioni, D.
Laughlin, J.
Laherty, R.
Mead, J.
Maslach, J.
McGlynn, P.
Missa, S.
Metropulos, P.
Mamas, J.
McCarthy, T.
Palmeta, J.
Rechnitzer, H.
Ruiz, S.
Rodenberger, H.
Smith, G. A.
Slaby, A.
Stone, T.
Schmidt, G.
Stotlz, A.
Stephens, H.
Theodos, J.
Yowell, R.

* * *

The following conductors at Third Street Division were not on the short list during the month of August, 1934:

Church, F.
Sumner, H.
Gianola, D.
Ott, Wm.
Cassotta, D.
Schivo, E.
Elliott, J.
Glennon, J.
Mason, W.
McCabe, B.
Dinneen, J.
Scarry, L.
Diefendorf, W.
Skinner, C.
Cadigan, T.
Miller, D.
Sullivan, E.
Krasno, J.
Bauman, G.
Smith, M.
Lose, F.
Gyorgy, J.
Cerelli, J.

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE



The hardest part of this column is the starting of it.

Of course, I could tell you who the best and sweetest girl in all the world is for Conductor Hester told me.



We hear that Motorman Welch is planning to file a Notice of Intention again. Will he ever learn?

Pat Connolly now uses a safety razor when he wants a hair cut.

Anyone having a sheep ranch for sale would do well to see Harry Gow. He is in the market.

Conductor Cox is very nervous these days. We hear that Sam asked her and she said yes, which was not expected.

Motorman Harry Lang always rings his bell at the railroad crossing. Yes, she comes to the window.

Conductor Hennessey, the poor fellow, just got married. Serves him right, as he should have known better.

Motorman Carroll is getting away from the old fashioned songs. From now on Frank will sing hot mama songs.

The least Johnny McKeown should have done was to clean the house before his mother got home. Bill West would have even helped him.

Inspector Harry Cohn is back from his vacation. It looks like Harry developed a sun-tan while away.

Motorman Polidori coming in from Geneva Avenue with his sign reading "Tanforan". A little too early, Frank.

Conductor Frisella is wearing a brown suit these days just because she told him he looks good in brown.

Conductor Buch had his favorite dog killed by a machine. The dog was a great pet of the family.

Conductor Guerrero tells all his girl friends that his name is Pete, as it is easy to remember.

We heard that Motorman Sol Williams played the piano up at Johnny McKeown's house and that he used a hammer for sound effects.

Conductor Bleucher is now drinking clam juice. He says it improves his singing lessons.

If that's the case, the way Motorman Holtzen has been singing he must have been drinking coal oil.



Baby Alice

Alice Elizabeth Metro, age two years six months, and daughter of Motorman and Mrs. M. Metro. (The picture was so tiny that we could not use it on the baby page, and find Miss Alice, after making necessary reproductions, so we enlarged it.)

Conductor Symington of 24th Street had to sleep in his garage for one night. Well, he should have gone home when he was told.

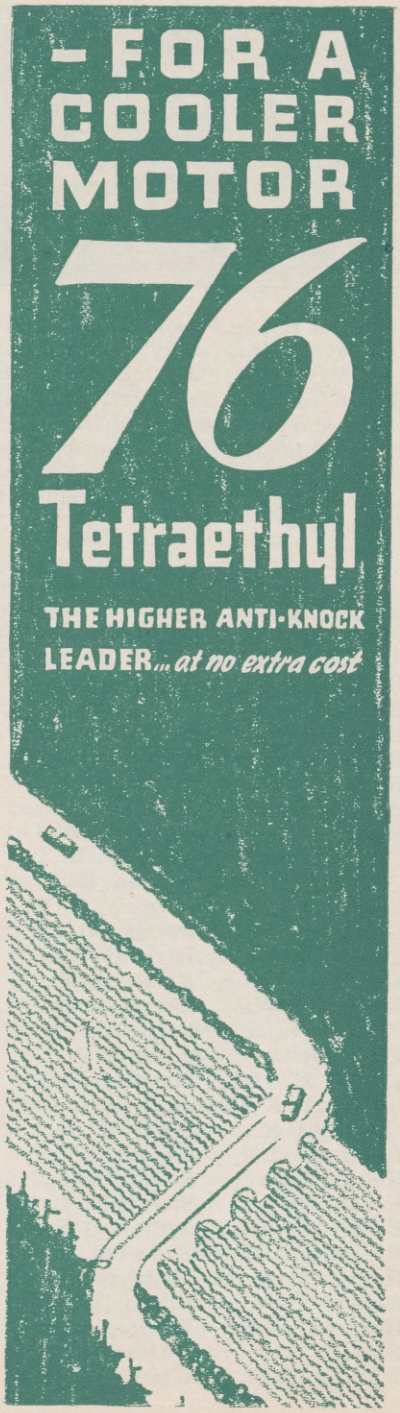
* * *

Jimmie Carswell spent a few days in the hospital with his eye. Jimmy denies it was Keyholeitos.

* * *

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, March 1st to September 1st, 1934:

Adam, E. C.	Lang, H. A.
Allard, E. A.	Lipman, E. L.
Atteberry, J. E.	Leamon, R. P.
Beagle, J. S.	Lowder, E.
Biboli, D. C.	McPhun, C.
Bishop, H. N.	Manley, C. D.
Botts, H. L.	Merrill, F. W.
Brittan, C. A.	Mezaroes, F.
Brothers, L.	Montoya, M.
Burns, E. E.	Morris, F. R.
Butcher, W. A.	Morrison, F.
Cain, C. B.	Munday, O. H.
Campion, J. J.	Osterode, F.
Catoir, C. E.	Pallas, J.
Codino, D.	Panos, G.
Cooper, R. L.	Polidori, F.
Cotsikas, L.	Raymond, G. A.
Cullen, T. P.	Santoni, C.
Davis, O. M.	Semmelhaack, J.
Day, K. F.	Schleub, A.
Drummond, C. W.	Schuback, J. H.
Dunkle, W. W.	Sheridan, R. C.
Easter, C. D.	Strohecker, W.
Flynn, P.	Swansen, K. F.
Gallo, C.	Thompson, W. A.
Gow, H. L.	Van Winkle, B.
Hageman, C. E.	West, A.
Harrison, J. S.	West, W. H.
Hatzis, J.	Wickett, C. E.
Healy, T.	Wilkening, F.
Holtzen, F. R.	Williams, C. T.
Horton, J. B.	Willman, J.
Howett, D. H.	Willwerth, J. F.
Hugh, E. H.	Witt, R. H.
Jones, F. S.	Woodard, G. D.
Jones, J. H.	Wormell, F. R.
King, B. V.	Young, H. W.
King, H. G.	Zucconi, E.





A Happy Family Group

Above is the family of Motorman and Mrs. Daniel J. Curtin of 28th Street and are, from left to right, Nora, Mary (holding Spot, the dog), Eileen, Emmitt, Danny, Nancy, Josephine, Jimmie, and last little Edward, although not least in the family affections.

* * *

The following named conductors of the 28th Street Division have had no remittance errors for the month of August, 1934:

Bacher, J.	King. W. E.
Bassillio, J. S.	Leahy, T. P.
Beebe, L. R.	Long, F. E.
Beebe, R. R.	Mates, F. M.
Boyer, V. C.	Morris, J. L.
Briggs, R. E.	Nerio, P.
Bush, S. E.	Nicoletti, S. J.
Cain, J. R.	Ochesky, H. L.
Clemo, C. E.	Palmer, E. J.
Connolly, P. J.	Parmely, J. W.
Cook, A. T.	Parulis, J.
Curtin, David J.	Peak, C. J.
Dupuy, E. P.	Rallis, G. N.
Elsenhans, W.	Rassouchine, V.
Forslow, E. E.	Reinhardt, W. W.
Fuller, J. C.	Scott, R.
Fulton, J. L.	Siemans, D. R.
Gallagher, J. F.	Siess, R.
Gallagher, R.	Silvey, F. R.
Guerrero, C. J.	Simon, E.
Haupt, R. S.	Slack, J. B.
Headden, J. M.	Stockdale, C. A.
Hefferman, C. J.	Sutlief, C. R.
Higueria, M. F.	Thibauldt, J. A.
Hitchcock, A. H.	Thompson, C. A.
Holt, C. P.	Vilotti, T. W.
Houston, A. H.	Whelton, C.
Hoy, O.	Waters, K. B.
Johnson, J. F.	Wiser, J. H.

The Emporium girls want to know who the cute looking collector is. I suppose he has told them himself already.

* * *

Motorman Adams is improving so much lately that he is carrying a mirror around to admire himself.

* * *

What did Conductor Newman do with that duck that he was supposed to have for a Sunday dinner? We hope it got to the pot anyway.

* * *

Motorman Gallo now gives a free concert every Friday evening. First Fridays of each month will be request numbers.

* * *

Will that conductor who lives on Park Street please keep his dog from barking around 2 A.M. or try and get home a little earlier? Thank you, Roy.

* * *

Conductor O'Connor wants to know if it's all right to propose to a girl after a six months' courtship. See Conductor Hennessey, Johnny.

* * *

We looked for Jimmy Harrison's picture in the paper. Did any of you fellows see it?

* * *

It's easy to know that Pete Lundeen is married. The poor fellow is never seen around any more.

* * *

Mike Daly has received no word from Jack Campion yet and Mike is all upset.

* * *

Conductor McKeown spent two weeks down at Santa Cruz. He complains that the heat was so much there that it cost a lot to keep cool.

* * *

Dick Sheridan spends all his spare time taking pictures of the Bay Bridge so that he can show them to his grandchildren.

Geneva Eight Wheel Gossip

By G. H. MAGNUSON

Following is a list of motormen and coach operators from Geneva Division who had no chargeable accidents from January 1, 1934 to September 1, 1934:

Adams, C.	McCleod, D.
Adams, W.	McManus, F.
Benone, F.	McNeil, F.
Blakeley, C.	Mann, B.
Brayshaw, J.	Menendez, M.
Brodbeck, A.	Mesusan, C.
Butler, S.	Milliken, L.
Charlton, T.	O'Maley, J.
Cook, A.	O'Neil, F.
Currie, R.	Preston, J.
Dittero, C.	Psarras, N.
Doussourt, C.	Quinn, A.
Falke, H.	Quint, A.
Florens, N.	Ray, A.
Fenton, N.	Ray, E.
Fitzpatrick, M.	Refatti, D.
Fredericks, J.	Restani, C.
Frescura, J.	Roberts, J. L.
Gannon, E.	Rothfus, H.
Gikas, C.	Russell, T.
Grassi, W.	Schelley, L.
Hagan, F.	Schepp, N.
Heissenbuttel, J.	Scialencia, J.
Heinzman, V.	Short, R.
Hirscher, J.	Shroyer, W.
Hoey, H.	Slade, C.
Horning, F.	Stack, C.
Johnston, B.	Stamos, N.
Johnson, B. L.	Tanner, E.
Jones, H.	Taylor, L.
Kelleher, F.	Taylor, W.
Kenney, M.	Vissas, F.
Knight, J.	Walde, G.
Konig, W.	Walters, F.
Latrouel, F.	Walters, R.
Leis, W.	Welch, F.
Lewkowicz, M.	Welch, P.
Loskey, F.	Wells, T.
Lusk, W.	Wetzel, R.
McDevitt, J.	Wood, C.

The national forests of the United States, during the fiscal year ending June 30, 1934, provided 29 million man-days of work for unemployed labor, without interfering with standards of normal employment.

Following is a list of conductors and operators from Geneva Division who had no remittance errors from August 1, 1934 to September 1, 1934 inclusive:

Alexander, J.	Maher, E.
Babich, M.	Muther, B.
Baldauf, W.	Magnuson, G.
Christianson, W.	Petiti, F.
Dittero, C.	Stoner, I.
Doussourt, C.	Strelesky, J.
Guttman, M.	Tennler, A.
Gentile, P.	Tooley, C.
Haustein, G.	Slade, C.
Hennessey, G.	Vaughn, J.
Jacobsen, E.	Vonkrakau, H.
Krick, T.	Williams, G.
Knight, J.	Welch, F.
Lusk, W.	Welch, P.
Meisl, J.	Lopez, S.

English sparrows are charged with being firebugs by insurance companies, following a fire in an abandoned theater in Rockwood, Tenn., said to have been started by the birds carrying discarded burning cigarettes into their nests.

To furnish his lofty fire lookout station with electricity for three 21-candle power automobile lights used for night reading and the operation of a battery type radio set, L. B. Salm, Forest Service lookout observer on Strawberry Peak in the San Bernardino National Forest, has invented a power plant consisting of an 8-foot airplane propeller mounted on ball bearings and connected to an automobile generator through a "V" belt with a 10 to 1 ratio. The output of this plant, which is stored in 6-volt batteries to assure a constant supply of electricity, is 2 amperes with an eight mile wind, and 18 amperes with a 30-mile wind. The total cost of the plant was $15.

SUTRO SURF BUBBLES

(Continued from Page 27)

Night Dispatcher Paul Frasher is vacationing at Yountville, California.

Motorman E. Dyson is again headed for Calistoga, California, known largely for its splendid vineyards.

Motorman Charles Pollard and Conductor John Corporal are sightseeing at Lookout, California.

Conductor C. J. Bible is proceeding toward Portland, Oregon, to spend his leave.

Motorman Frank Scott is on leave and we feel that he will spend his time in the city, as he did not mention leaving town.

Conductor L. Thielacker is on the sick list, and is at present confined at his home in Albany, California. We sincerely hope that he will get well soon.

Conductor R. C. Briggs is vacationing on his ranch, where he spends a great deal of his time regularly.

No doubt, John J. Hatch has gone to Hollywood, California, which seems to be his second home. Hatch must make his annual trip to Hollywood, as he has some very particular friends in that part of the country.

The Veteran's Administration Facility is in full operation at Fort Miley, consisting of approximately 700 employes. This is a boost to the travel on our Ocean No. 2 Line, and we should show our appreciation by affording these patrons every courtesy.

Conductor H. H. McDermott has returned to duty after having been off sick. Our wish is that he can continue to feel in the best of health and not get sick for a long time to come.

True cheerfulness is not an effortless thing. It has risen triumphant over numberless causes of gloom.

CHIPS FROM THE FORESTS

The U. S. Forest Service is operating 615 radio sending stations, largely in connection with fire prevention and suppression work, in the national forests of continental United States.

Wooden radio towers up to 628 feet in height have been built by the German Government with southern pine from the United States, selected on account of its superior strength properties and longer life than any European wood.

Calcium chloride in water solution, at the rate of one-half pound dry weight per square yard, has been effectively used by the U. S. Forest Service in Michigan to stop fires running in grass and ferns.

Fighting brush fires with a wind machine consisting of an airplane propeller mounted in reverse position and capable of creating a 90-mile gale, is being experimented with by forestry authorities in Southern California. The wind blows the flames back and throws great clouds of dust and sand into the very teeth of the fire, smothering it.

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24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



When your burden is heavy,
And your heart is sad,
Think not of your sorrows,
But of the fun you've had.

They say it's in the springtime when a young man thinks of love, but it looks like little Danny Cupid has been working late this year. A. H. McIssac, who is well known and liked as our Governor, and representative in the Investment Association for two and one-half years, was married on September 1st. After a big wedding dinner, at which a good time was had by all, Mac and his bride left for their honeymoon in the southern part of this glorious state of ours.

The next on the path to the altar will be Motorman Burns, who sets Thanksgiving Day as the big date.

Conductor Harry Meeks is a-getting that way too, and promises to give us the details as soon as he gets the courage to propose. He has been listening to Newlywed Garcia telling of all the joys of married life, and it won't be long now.

To all the boys starting out on the seas of matrimony we wish a pleasant journey and smooth sailing.

Rene Brachais would like to know if Mussolini greeted Hitler with the saying: "Oh! You Nazi Man!" And he thinks the elevator operator in Mussolini's palace must have quite a time of it, raising the Duce all day.

The average college man forgets fifty per cent of what he has learned within the first nine months he's out of college. Ask Joe Andretty, he knows.

Motorman Osborne is now sporting a super-streamlined cap for his daily commuting between here and Millbrae.

That old devil, Sick List, is now at its height, and among its victims we find the cream of our crews. Blackie McCarthy's heart was acting up pretty bad and it looked like curtains, but Mac's bulldog courage pulled him through and he is now back on the job smiling again. Both Motorman Lasko and Conductor Roscoe Walker were operated on for hernia under the skill and care of Doctor Walker and have hopes of being back on the job any day now. Conductor Himes has been on the sick list so long we've almost forgotten what he looks like. Harry Meeks is off work and on a diet because of stomach ulcers. Other victims this month are Motormen J. J. Mitchell, J. Powers, E. Van Horn, and Conductors L. Campisi, Angelo Johns, Bill Davis, Mark Mikovich, "Hoppe" Schofield, Williams, and I. Mails.

If the caddies were to go on strike the golfers would be left holding the bag.

If W. H. Clark retires from the street-car business he can make a fortune marketing his own style of Boston baked beans.

TWENTY YEARS AGO AND TODAY

1914

Joe Andretty mooches his first cigarette.
Fare, please.
Private Kimber drills rookies.
Motorman wishing for a stool to sit on after standing for a trip.
"Pack up your troubles in your old kit bag and smile."

1934

Joe Andretty mooches his one millionth cigarette.
Pay as you enter.
Instructor Kimber teaches rookies.
Motorman wishing for a stool after marching in the big parade.
"Happy Days are here again."

Dave Mattley is now giving all the girls an eyeful driving around in a new Graham-Paige straight eight. Motorman Combs also thrills the ladies with his straight eight.

I am not handsome by far,
But my face I don't mind it,
'Cause I am behind it,
It's those out in front that I jar.

Motorman A. Anderson has just returned from a six months' visit to Europe. "Swell trip," says he.

To foil forgers, local banks are using black blotters, crook proof for any signature tracing as John Hancock does a complete fadeout in the black.

Geneva slipped us their old **overhalls** and **combs,** but it's **oakes** with us. And we take the time of saying a glad hello to those men who just transferred over from Geneva Division: Conductors Stahley Combs, T. E. Harrison, C. A. Long. Motormen J. C. Overhalls, E. L. Oakes, W. M. Conrad. May all our contacts be pleasant ones.

Can you translate this conversation?
F.U.N.E.X.?
S.V.F.X.
F.U.N.E.M?
S.V.F.M.
O.K.M.N.X!

The number of a Yellocab always corresponds with the last three numbers on its license plate.

Judge: "But if you were doing no wrong, why did you run when the officer approached you?"

Prisoner: "I thought he wanted to try and sell me a ticket for the policemen's annual dance."

The small town board of select men had held many sessions, and finally formulated a set of auto laws that was the pride of the county. So the constable felt confident when he stopped a motorist.

"Ye're pinched for violatin' the auto laws," he pronounced.

"Which one?" inquired the traveler.

"Darned if I know, but ye certainly hain't come all the way down Main Street without bustin' one of them."

Hotel Guest: "Do you know if the charges here are reduced if one stays by the week?"

Hotel Porter: "Couldn't tell you, sir. Nobody's ever stayed a week."

ANDREW F. MAHONY CO.
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YOUR "DEBT CERTIFICATES" GROW

The old saying about it being the woman who pays should be modernized. The one who pays and pays today is the taxpayer, male and female.

According to the United States News, every American citizen—man, woman and child—at the close of 1932 had been obligated with a tax debt of $314.22 by the various units of government managing public affairs. This tax burden is growing at an alarming rate, and in another year the interest bill alone will probably be about $2,000,000,000 annually.

The sources of tax money are limited. It must come out of earnings of business and individuals—out of capital and wages. Already fear of confiscation of property and earnings through taxation is driving money into tax-free government bonds and preventing investments and developments that would create more jobs, larger payrolls and greater income.

The people should get this idea clearly in their heads: Every tax dollar expended is a dollar taken from the earnings of private citizens and private industries.

Don't be misled by the idea that government money is any different from your money. It is your money. You are the government. The government has no source of securing revenue except from you. Every last penny of government expenditures is raised by taxation; it comes out of your pocket either in direct taxes or through indirect taxes collected in higher prices for food, clothing, rent, fuel, tobacco, amusements, and everything you eat, wear or enjoy.

Every family of four, at the close of 1932, owed $1,256.88 on government promises to pay——"debt certificates" drawing interest.

Are you interested in government —taxation—jobs—bread and butter? Think it over!

"Your time seems to be divided between the furnace and your son."

"Yes; if I keep my eye on one, the other is sure to go out."

* * *

The tired looking man sat facing the solicitor.

"So you want a divorce from your wife," said the latter. "Aren't your relations pleasant?"

"Mine are," came the answer, "but hers are simply terrible."

J. FINN, President R. B. FINN, Secretary

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ESSAY ON MAN
(By "Bob")

Man is what women marry. Men have two feet, two hands, and sometimes two wives; but never more than one collar or one idea at a time. Like Turkish cigarettes men are all the same material, the only difference is that some are better disguised than others. Generally speaking, they may be divided into three classes: Husbands, bachelors and widowers. An eligible bachelor is a mass of obstinacy entirely surrounded by suspicion.

Husbands are of three varieties: prizes, surprises and consolation prizes. Making a husband of a man is one of the highest plastic arts known to civilization. It requires science, sculpture, common sense, faith and charity, mostly charity. It is a physiological marvel that a soft, fluffy, tender, violet-scented thing like a woman should enjoy kissing a big awkward and stubby chinned, tobacco smelling and bay rum scented thing like a man.

If you flatter a man it frightens him to death; if you don't you bore him to death. If you permit him to make love to you, he tires of you in the end, and if you don't you soon cease to interest him, and if you argue with him in everything you soon cease to charm him. If you believe all he tells you he thinks you are a fool and if you don't, he thinks you are a cynic.

If you wear gay colors, rouge and startling hats, he hesitates to take you out. If you wear a little brown toque and a tailor made, he takes you out and stares all evening at a woman in gay colors and startling hat and rouge. If you join him in his gayeties and approve of his smoking, he swears you are driving him to the devil, and if you don't approve of his smoking and urge him to give up his gayeties he vows you are driving him to the devil, and if you are the clinging vine type, he doubts if you have any brains; if you are a modern, broad, advanced, and independent type, he doubts if you have a heart. If you are silly, he longs for a bright mate, and if you are brilliant he longs for a playmate. If you are popular with other men, he is jealous; if you are not, he hesitates to marry a wallflower. Gosh darn men, anyway—the pop-eyed bipeds!

The chief aims of man are:

At four—to wear pants.

At eight—to miss Sunday School.

At twelve—to be president.

At fourteen—to wear long pants.

At eighteen — to have monogrammed cigarettes.

At twenty—to take a show girl out to supper.

At twenty-five—to have the price of a supper.

At thirty-five—to eat supper.

At forty-five—to digest supper.

Wm. Hansen, Manager
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GRAMMARINE

A Noun's the name of anything,
As money, man, boy, top or swing;
The time we waste, the song we hear,
The love we feel, or darkness drear.

An Adjective modifies a noun:
This, that, two, four, good, bad or brown.

Three common little words we see,
Are Articles: a, an and the.

Instead of nouns the Pronouns stand,
As I, you, he, my hat, her hand,
Who, which, what, that—another kind
Of pronouns, we must bear in mind.

Verbs tell of something being done,
As read, write, spell, love, sit, or run;
Or is, was, will be, will have been,
Are verbs that often may be seen.

How quickly are done the Adverbs tell,
As slowly, quickly, ill or well;
They also tell us where and when,
As here and there or now and then.

A Preposition stands before
A noun, as near, or to, the store;
Around the house, upon the stove,
Or in, or through, or past, the grove.

Conjunctions join the words together,
As rain and sunshine, wind or weather;
And they may sentences unite,
As kittens scrach, but puppies bite.

An Interjection shows surprise,
As Oh! how pretty, Ah! how wise!
Indeed! Ha! Ha! and now for fun,
Hurrah! Hurrah! my lesson's done.
—Ida Kays, in the Pathfinder.

SCIENCE

The kangaroo is the only bird which Australia has but we have not.

Four animals belonging to the cat family are the father cat, the mother cat, and two kittens.

Floors in thirty rooms of the Forest Products Laboratory of the U. S. Forest Service at Madison, Wisconsin, have been laid with a varied and colorful assortment of American woods to demonstrate and test the merits of different patterns and finishes, as well as to acquaint the general public with the attractions of different species and types of grains. Three main types of flooring are now in place throughout the laboratory as a whole — wood flooring, strips and blocks; pressed wood fiber tile; and linoleum; the last named qualifying very appropriately among forest products because of its large content of cork, wood flour, and forest-produced resins and oils. All of the floors were laid over concrete of average flatness.

A Success

Alla Nazimova, the Russian actress, was asked by the select group at a tea in New York the other day to recite something in her own language. She graciously complied.

"Gorgeous! Marvelous! Intense feeling!" from the enraptured appreciators. "What was it?"

It must have cost Nazimova a strain on even her histrionic talents to answer that one with her manner of the great tragedienne. She had repeated the letters of the alphabet in Russian.—Des Moines Register.

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New Handbook Authority On Geographic Names

Whether a state, town or county, or a national forest landmark owes its name to padre, pilgrim, Aryan or Indian, or its name has tapered down from six to two syllables with the march of the language, is recorded in Uncle Sam's latest handbook of geographic names, officially known as the "Sixth Report of the U. S. Geographic Board." Decisions of the board on the names of mountain peaks, streams, topographic features, etc. of interest to Californians are:

Calif. — official abbreviation of the State name.

Sierra Nevada—not Sierra Nevadas.

Yerba Buena — not Goat Island, in San Francisco Bay.

Los Angeles—pronounced los an-je-les, with "j" as in judge and "e" as in get.

San Gabriel Mtns.—not Sierra Madre, for the range extending from Cajon Pass westward to San Fernando Pass.

Mt. Shinn (11,013 feet), Fresno County—named in honor of the late Charles Howard Shinn, supervisor of the Sierra National Forest.

Crane Valley Lake—not Bass Lake, Madera County.

Etna—not Etna Mills, town in Siskiyou County.

Yolla Bolly — correct spelling of mountains in Coast Range, Trinity County.

Golden Trout Creek — not Volcano nor Whitney Creek, near Cottonwood Pass in the Sierra.

Charlton Flat—not Pine Flat, in Angeles National Forest. Named in honor of R. H. Charlton, for 20 years supervisor of the Angeles Forest.

Mendocino Pass — not Low Gap, in Coast Range.

The Geographic Board has been serving as a national arbiter in matters relating to geographic names since 1890. It is composed of members from 15 different departments of the Federal Government who work in cooperation with State boards and an advisory committee of historians, linguists and other eminent scholars.

The report may be purchased from the Superintendent of Documents, Washington, D. C., for 80 cents a copy.

* * *

DEER DECREASING IN NATIONAL FORESTS

Increasing numbers of predatory animals, inadequate winter range, illegal hunting and disease are given as the principal causes of an 11 per cent decrease in blacktail deer and an eight per cent decrease in mule deer in the 18 national forests of California, according to a report on wild life compiled by Regional Forester S. B. Show, chief of the California Region, U. S. Forest Service, from observations made last winter by forest rangers.

Measures recommended by the Forest Service to conserve the 157,000 mule deer and the 95,900 blacktail deer now estimated as a part of the game population of the national forests of California call for a one-buck bag limit for the entire State and the protection of forked-horn bucks in all districts. Starvation such as occurred during the severe winter of 1932-33 because of inadequate winter range can be remedied, according to

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Show, by the acquisition of private foothill lands within and adjoining the national forests and the management of these areas for game production. It is recommended that the hunting season in District 1½ be shortened fifteen days so as to make it agree with the season in District 1; also that the last 15 days be cut off the deer hunting season in District 1¾, making the season September 16 to September 30.

New game refuges located in the Mendocino and Modoc National Forests, where deer have shown a marked decrease, are asked for. These will increase the number of refuges in the national forests of California to a total of 34. It is also recommended that areas burned over by forest fires be closed until the cover has been restored.

From the best information available by forest officers, 93,960 hunters killed 6,177 blacktails and 7,690 mule deer in the national forests in 1933. Predatory animals are charged with the killing of over 29,000 deer, or twice as many as hunters. Since 1927 the number of hunters in the state has increased 15 per cent, while the number hunting within national forests has doubled.

In general, trout in the streams and lakes of the national forests are not decreasing, mainly because of the State's excellent system of hatcheries. Some small streams in several of the Federal forests are recommended by the Forest Service for closure to fishing, and an opening date of June 1 instead of May 1 is recommended for a number of lakes in the high country.

* * *

An Unusual Case

Woman Speedist: "I admit, Your Honor, that I was exceeding the speed limit, but it was very important, as I was hurrying to meet my husband."

Judge: "Case is dismissed." — Pathfinder.

Attention Car Men!

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Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS



"OMAR SAYS"

Ah Love! could you and I with Him conspire
To grasp this sorry Scheme of Things entire,
Would not we shatter it to bits—and then
Re-mold it nearer to the Heart's Desire!

What We Would Like to Know

Why motormen like to run sharp? When it would be just as interesting to see how near they could come to making a time-point on schedule.

Why is it so much fun to stick your follower? When you know he will do the same to you in relaliation the first chance he gets, thereby disrupting the service all the more.

Why conductors argue with the passengers? When they know they will lose even though they win.

WHERE CONDUCTOR REYNOLDS GETS THOSE AROMATIC CIGARS.

Sick—Lame and Lazy

Motorman Logasa is that way. Think he will be over it soon.

Motorman Zitzelsberger is under the weather. Expects to be back on the job soon.

Conductor Prideaux has been repor ed sick.

"Billy" Hunt is on sick report. We understand he is not getting along so well.

Conductors Cornac, Bernstein and Conroy are still off sick. We wish them luck and a speedy recovery.

Notes from Motorman J. C. Sawyer (enroute somewhere to no place in particular), via Indian runners, Pony Express and Air Mail: The stations were so close together that when the train stopped they had to back up to whistle for the next station.

When I was in Texas I was invited out every night. In fact I was invited out of one place six times.

There was a lady on the train that had a baby. When the conductor asked her for her ticket, she didn't have any, the baby had swallowed it. The conductor punched the baby.

The train stopped so often one of the passengers tried to commit suicide. He ran ahead a half mile and lay down on the track, but he starved to death before the train got there.

There was the dumbest girl I ever met. The conductor came through the car and said, let down your windows we are coming to a tunnel. And she wanted to know which side it was on.

The conductor told a fellow that the next station was where he got off. He said, "Which end shall I get off?" The conductor said, "Either end, they both stop."

I said to the conductor, "Can't this train make any better time," He said, "If you ain't satisfied with this train you can get off and walk." I replied, "That my folks didn't expect me until the train arrived."

We have the best information in town that Conductor Bradbury went to Reno for a good reason.

Why do they call Conductor Williams "Pop"? And did you know he had a grown daughter? He hasn't, it's his wife.

The following conductors at Turk and Fillmore Division have had no errors in their turn-ins during the month of August.

Beck, C. O.
Burnett, J. W.
Beall, C. E.
Carlton, L.
Coverdale, R. T.
DeBord, R. W.
Fernandes, E.
Griffen, J. D.
Hess, E.
Holsclaw, E.
Hawkins, H. C.
Haynes, W. H.
Zuccarello, C.
Johnson, W. F.
Krausgrill, W. L.
Kennedy, C. W.
Longfellow, J.
Marcum, H. M.
Nyhan, J.
Petrucela, C.
Reynolds, B.
Schmidt, H.
Taylor, F.
Tunstall, J.
West, G.
Yelavich, F.

The following motormen at Turk and Fillmore have had no chargeable accidents for the past **six months.** This is an admirable record and is worthy of commendation.

Anderson, M.
Allen, V. E.
Blue, F.
Boschetti, M.
Bethell, J. W.
Burns, M.
Coleman, E.
Carley, L. S.
Daroshka, F.
Funnemark, C. L.
Hoover, T. C.
Himes, J. W.
Hastings, R. W.
Juedes, J.
Jones, J.
Jones, W. M.
Kennedy, P. M.
Kelley, W. H.
Knight, H. L.
Lynch, J. J.
LaRue, G. L.
Law, H. A.
Loomis, J. J.
Loomis, H. J.
Murnane, T. J.
Menegon, P.
Madziarski, W.
McLaughlin, C.
Nelson, A.
Norris, F. W.
Rohrer, M.
Ray, B. H.
Regan, J. J.
Rosser, J. M.
Schoonover, J. P.
Stevenson, D. K.
Stenberg, A.
Smith, E. E.
Strong, E. L.
Summers, C. E.
Settlemeyer, D.
Sawyer, J. C.
Tamblin, J. A.
Wallace. M.
Watts, C. F.
Zitzelsberger, F.

Someone remarked to Will Rogers that Webster spoke perfect English, to which Will responded:

"Well. so could I, if I wrote my own dictionary."

Conductor Friedman came home and found his wife singing to the 'small one', "By low! By low!" He said, "That's right, you teach him to buy low and I'll teach him to sell high.

When is a steak tough? When you can't stick a fork in the gravy.

Jess Clapp, our venerable shopman, (the man habitually seen with a set of brush holders in his hand) says his mustache will be just right for the next world series.

By way of introduction, we wish to present Motorman Wright, formerly employed at this Division as motorman, and back with the fold again. Motorman Kremer, also a former motorman here and after trying many other vocations, is back to stay, we hope. Conductor O'Brien needs no introduction, having worked here as motorman until a short time ago. We greet you, and hope your stay will be pleasant as well as profitable.

Answer to Puzzle

STAR	SWAG	SHOW
TIME	HALE	LORE
EDEN	ADAM	OPAL
WENT	MESS	TELL
THIN	SLAT	CLIP
HIDE	LANE	LOBE
AREA	ACTS	OVER
WEAR	VEST	TEXT
SPIN	SPOT	SCAN
TUBE	HIVE	WAGE
IRIS	OPEN	APEX
REST	DENT	BEST

EMPLOYES' EXCHANGE COLUMN

FOR RENT—Sunny room in modern home; phone; reasonable; garage space. Conductor Chas. Woodfield, 1674 25th Ave., OVerland 0193.

FOR RENT — A nice, clean, sunny room, close to 28th Street carhouse; rent reasonable. Conductor G. West, 719 San Jose Avenue, MIssion 2123.

FOR RENT—A nice sunny five room cottage; 48 Blake Street; garage; Rent $25.00. Apply SKyline 0667.

* * *

Children Should Be Seen!

The enthusiastic angler was relating a fishing story to some of his neighbors.

"Yes," he said proudly, "I caught the biggest fish of my career last night. It was a bass, and what a whopper, too. Do you know, fellows, believe it or believe it not, that fish weighed about seven pounds. Some fish, what?

His son, who had remained interested throughout the story, now spoke up.

"Yes, and do you know, daddy was so kind, he gave it to my little kitten," he said.—Answers.

* * *

Not the View

The renting agent was trying to lease a penthouse to the Indian who had come to New York with the money he had made in oil back in Oklahoma. "Now," the agent was saying, "from this penthouse you can get a wonderful view of the East River."

"Me no like," said the Indian.

On they went to another.

"From this one," the agent said, "you can see miles and miles into Jersey."

"Me no like," was the stolid reply.

And on they went to still another.

"Now, from this one," said the agent, "you can look over the bay, see the Statue of Liberty, and on clear days you can see all the way to Staten Island. How about it?"

The Indian looked at the agent and said:

"Humph! from tepee in Oklahoma me can see all the way to moon."—Labor.

* * *

Much Smaller

The liner's mighty engines throbbed ceaselessly. The chief engineer wiped a perspiring forehead as he scowled at the pale-faced young man with an oil can.

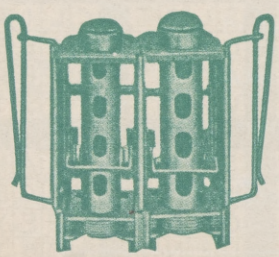
"Look here," he growled, "you ain't helping much with these engines, yet I understood you knew something about the game!"

"So I do, sir," stammered the other, "but on a smaller scale, you know."

"What's your regular job?"

"Watch repairer."—Tit-Bits.

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER



Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

IMPOSSIBLE TO MAKE A MISTAKE

Obtain in Employment Bureau, 729 Holbrook Bldg.

Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

It's The Finish That Tells

It isn't his "form" when he "leaves
the post,"
That shows us the racer's skill!
And there isn't a promise or word of
boast,
That can prove his power of will!

It's how he can stand the gruelling
grind,
And hold to a steady pace!
It's how he can fight, when lagging
behind,
And forge ahead in the race!

It isn't the "half-way" mark that
shows
How the runners are coming in;
For the leaders may fail; and no one
knows
Who is finally going to win!

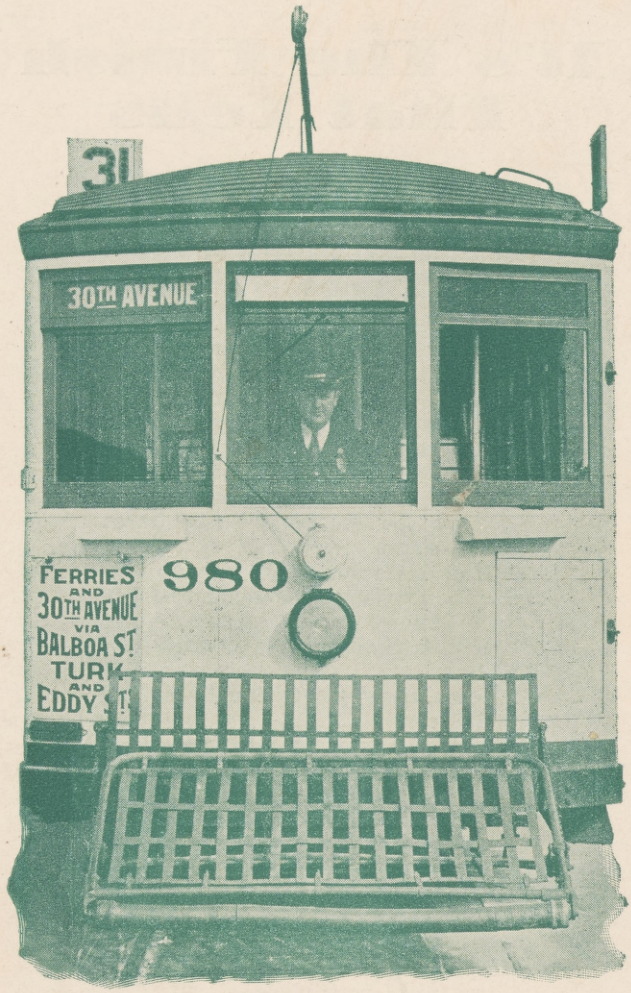
It's the power of "sticking"—at any
cost
That measures the winner's class!
It's his nerve—when the race seems
all but lost!
It's the grit and the sand he has!

Keep going! No matter how bitter
the pace,
You still have a chance at the
prize!
Keep going! No matter how back-
ward your place—
There's hope for the runner who
—"tries!"

It's the "finish" that tells hows the
race is run!
It's the spurt at the end of the
grind!
And many a worth-while prize is
won—
By the "stayer"—who comes from
behind!

—Melville Sloan,
in "Good Hardware."

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FOOTBALL SEASON IS HERE!

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